

Planning Committee

15 September 2023

Agenda item number 13

Local Plan- Preferred Options- Bitesize pieces

Report by Planning Policy Officer

Summary

This report introduces some new or amended policies that are proposed to form part of the Preferred Options version of the Local Plan. The policies are relating to Potter Heigham, transport and employment.

Recommendation

Members' comments on the policies are requested.

1. Introduction

- 1.1. The first stage of the production of the Local Plan is the preparation of the Issues and Options. These were presented to Members in 'bite size pieces' over a number of months, rather than as a complete document of Issues and Options. The production stages of the Issues and Options are now complete and work has begun on the Preferred Options version, which will contain proposed policies. This will also be presented in "bitesize pieces".
- 1.2. This report introduces some amended or new policies for Members to consider for inclusion in the Preferred Options version of the Local Plan.
- 1.3. It is important to note that until such time as the Local Plan is adopted, our current policies are still in place and will be used to guide and determine planning applications.
- 1.4. Members' comments are requested on the policies and amendments. The policies considered in this report at this Planning Committee are relating to employment, transport and Potter Heigham.

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Date of report: 04 September 2023

Appendix 1 – Employment – DM25 and DM26

Appendix 2 – Employment – SP10, SP11 and DM28

Appendix 3 – Main Road Network

Appendix 4 – Transport section

Appendix 5 – Potter Heigham



**Local Plan for the Broads - Review
Preferred Options bitesize pieces
September 2023**

Broads Economy – DM25, DM26, DM27

This is a proposed draft section/policy for the Preferred Options Local Plan. Member’s comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

Policy DM25: New employment development

1. Proposals for new employment uses (~~classes B1, B2, and B8, and E(g)¹~~), or the extension of existing premises used for employment uses, will be approved subject to meeting all of the following criteria and other relevant policies of the development plan:
 - a) The site is located within a development boundary or within or adjacent to existing employment sites or is a building that has a lawful employment use ~~used as an employment use~~; Proposals do not have an adverse impact on landscape character, designated sites and biodiversity or the historic environment;
 - b) Site planning, layout and servicing arrangements are developed comprehensively;
 - c) The use does not adversely affect amenity (see policy DM21) with particular attention paid to noise, disturbance from traffic, hours of operation, external storage, light pollution (see policy DMx), vibration or airborne emissions including odours;
 - d) The development is of a size and scale commensurate with the proposed use;
 - e) The proposal meets the requirements of the design guide (or successor document) if relevant;
 - f) The site is capable of being satisfactorily accommodated within the highway network;
 - g) The site has been designed to promote user accessibility by walking, wheeling, cycling and public transport;

¹ Note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those previously categorised as B2, B8, E(g) and E Use Classes as a whole will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced. Should no similar replacement new Use Classes arise, then the description of B2, B8 and E Use Classes as at the date of the adoption of this plan will apply for the purpose of applying this policy, and appropriate conditions or similar mechanisms will be used to enforce such provisions.

- 18 h) The layout of the site has suitable space for landscaping, parking (including appropriately,
19 designed and located cycle and wheeling parking and also including for large vehicles where
20 appropriate), loading and unloading and any other operational requirements, and responds to
21 natural drainage flow patterns;
- 22 i) The development is sustainable in its energy usage, water use, environmental impact, waste
23 management, flood risk and transport implications;
- 24 j) Adequate protection of groundwater and other watercourses/bodies from pollution from the
25 storage, handling or use of chemicals can be demonstrated to the satisfaction of the
26 Environment Agency;
- 27 k) The proposal does not use the best and most versatile agricultural land (grade 3a and above)
28 (also see peat policy DMxx);
- 29 l) The proposal does not ~~or~~ impact unduly on the viability or functionality of farms; and
30 m) The proposal ~~should~~ makes effective use of previously developed land.
- 31 2. Proposals that improve resilience and adaptation to climate change as well as provide enhanced
32 environmental benefits would be welcomed, subject to other policies in the Local Plan.
33
- 34 3. **Live-work units**
- 35 a) Proposals for live-work units should also be in accordance with the housing policies in this Plan.
- 36 4. **Home based businesses**
- 37 a) The use of part of a residential property, a small-scale extension, the use of ancillary buildings
38 where they are well related to existing buildings or, where no suitable buildings exist, new
39 outbuildings within the domestic curtilage, for a small-scale home-based business will be
40 permitted where there is no adverse impact on the landscape or the amenity of the area or on
41 the occupiers of neighbouring properties.
- 42 5. **Class E(g) use**
- 43 a) The Authority may impose conditions and/or remove permitted development rights in order to
44 limit the ability to change use to other uses within Use Class E without the need for planning
45 permission.

46 **Reasoned Justification.**

47 The NPPF says that Local Plans should support a prosperous rural economy.

48 The Employment Topic Paper, which assesses the Employment Studies of the Authority's
49 constituent Councils, concludes that there is no requirement for the Broads Local Plan to allocate
50 sites for employment use. **Please note that this Topic Paper is to be reviewed.** As such, this criteria-
51 based policy seeks to guide proposals for new employment development.

52 The National Parks Circular (2010) recognises that conserving and enhancing the natural beauty,
53 wildlife and cultural heritage and supporting vibrant, healthy and productive living and working
54 communities need not be in conflict. It is important that employment is supported in a way that is
55 consistent with Broads Authority objectives and the area's mostly rural nature. The policy brings
56 together the important considerations when seeking to develop employment related schemes in a
57 protected landscape.

58 The Authority would welcome floor space suitable for start-ups and small and medium enterprises,
59 as well as managed affordable workspace where viable.

60 Proposals for new development on waterside sites will also be assessed against Policy PODM28.

61 Policy SP6 and DM13 relating to biodiversity and the Biodiversity Enhancements Guide may be
62 relevant, as new build could provide the opportunity for biodiversity gain.

63 **Reasonable alternative options**

- 64 a) No policy
- 65 b) The original policy, with no amendments.

66 **Sustainability appraisal summary**

67 The three options (of the amended policy, the original policy and no policy) have been assessed in
68 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 16 ? .
B: Keep original policy	16 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	16 positives. 0 negatives. 0 ? Overall, positive.

69 **How has the existing policy been used since adoption in May 2019?**

70 According to recent Annual Monitoring Reports, the policy has been used and applications have
71 been determined in accordance with the policy.

72 **Why has the alternative option been discounted?**

73 The amended policy is preferred because it brings into policy the important considerations of
74 design, cycle parking and water use.

75 **UN Sustainable Development Goals check**

76 This policy meets these [UN SD Goals](#):

8 DECENT WORK AND
ECONOMIC GROWTH



9 INDUSTRY, INNOVATION
AND INFRASTRUCTURE



11 SUSTAINABLE CITIES
AND COMMUNITIES



12 RESPONSIBLE
CONSUMPTION
AND PRODUCTION



77 **Policy PODM26: Protecting general employment**

- 78 1. Sites and properties currently in employment use will be protected by permitting:
79 a) The re-use for employment uses in the first instance or, subject to demonstrating that such uses
80 are unviable,
81 b) Community facilities or services in the second instance (**see policy DM44**) ~~and~~ Only if it has
82 been demonstrated that these are not required or feasible in these locations, will tourism and
83 recreation ~~will~~ be considered.

84 **Alternative uses**

- 85 2. Alternative uses not falling within (a) and (b) will only be permitted where it is demonstrated to
86 the satisfaction of the Authority that:
87 c) The use of the site and/or buildings for uses listed in (a) or (b) above cannot be continued or
88 made viable in the longer term; and
89 d) The development would not compromise the operation of remaining employment uses
90 adjacent to the site; and
91 e) The proposal provides benefits that significantly outweigh the loss of land for employment uses;
92 and
93 f) In relation to proposals for new retail uses/other E Use Classes, other than E(g), the proposal is
94 compliant with the sequential approach to site selection as defined in the NPPG/NPPF or the
95 retail floor space would be ancillary to services at a boatyard. Planning conditions will be used
96 to ensure any approved floor space remains ancillary to the primary use.
- 97 3. Policy PODM25 may be of relevance to any new build element.
- 98
99 4. Proposals for residential development will be considered in accordance with the relevant
100 housing policies in the Plan.

101 **Business diversification**

- 102 5. Business diversification to provide a range of employment uses will be permitted where:
103 g) It is demonstrated that the business use of the existing site to be diversified is no longer
104 required for its most recent or other former purpose The uses proposed are complementary in
105 scale and kind and support the original business;
106 h) There is no loss of local or visitor facilities;
107 i) The proposed uses would not have an unacceptable impact on the local transport network;
108 j) Proposals do not have an adverse impact on landscape character, designated sites and
109 biodiversity or the historic environment; and
110 k) The proposal is in accordance with other policies of the Local Plan.
- 111 6. New build development as part of a business diversification will only be permitted when it can
112 be demonstrated to the satisfaction of the Authority that the diversified use cannot be
113 accommodated through the conversion of an existing building. Diversification proposals shall
114 not involve a significant amount of new build development. Any new buildings will need to be
115 fully justified and must relate well to existing buildings. Policy PODM25 may be of relevance to
116 any new build element.

117 **Waterside sites**

118 7. In the case of waterside sites, including boatyards, development proposals will also be
119 determined against Policy **PODM28** and will, where appropriate, ensure the retention of
120 facilities for water access and mooring.

121

122 **Class E(g) use**

123 8. The Authority may impose conditions and/or remove permitted development rights in order to
124 limit the ability to change use to other uses within Use Class E without the need for planning
125 permission.

126 **Reasoned Justification**

127 This policy refers to land use classes B2, B8, and E(g)² and uses which are deemed ancillary to these uses.

128 There are limited developable sites within the Broads. As a result, sites in employment use are likely to be
129 under pressure to be developed for alternative uses whenever there is a decline in demand for particular
130 employment uses. However, to support and strengthen the local economy it is essential that the needs of
131 new and existing businesses are not constrained by a lack of suitable sites. The Authority will resist loss of
132 employment uses and sites through change of use to non-employment use, unless it is demonstrated to its
133 satisfaction that (a) the site or building is no longer suitable for its existing use, and (b) the possibility of
134 retaining, reusing or redeveloping the site or building for similar or alternative type and size of business use
135 has been fully explored over an appropriate period of time.

136 The policy establishes a sequential approach to protecting general employment sites and properties, and to
137 permitting their change of use or redevelopment to other uses. To prevent the loss of established
138 employment sites and properties, proposals to redevelop them to uses related to community facilities or to
139 sustainable tourism and recreation uses will only be permitted if it can be demonstrated that employment
140 uses (~~uses within Classes B1, B2 or B8 of the Town and Country Planning (Use Classes) (Amendment)~~
141 ~~(England) Order 2010~~) are unviable. Only then will alternative uses be permitted, again subject to
142 demonstrating that employment, tourism, recreational or community uses would be unviable.

143 Applications should be accompanied by a statement, completed by an independent chartered surveyor,
144 which demonstrates that existing employment uses are not viable. The level of detail and type of evidence
145 and analysis presented should be proportionate to the scale and nature of the site and/or property in
146 question. The statement should provide an assessment of the current and likely future market demand for
147 the site or property, and details of the attempts to market it at a reasonable price or rate for a sustained
148 period of 12 months and its value. It should demonstrate that all available opportunities of grant funding
149 and financial support to help retain the employment use(s) have been fully explored and none are viable,
150 and that interventions to improve the attractiveness of the site for employment uses are not feasible. It
151 should also justify the need for the alternative proposed use in this locality and show how the proposed
152 redevelopment would not compromise the primary employment function of the locality or the operations of
153 neighbouring users. The statement will be independently reviewed, entirely at the applicant's expense.

154 Non-employment uses in established employment areas can create tensions with existing users and harm
155 the ability of existing businesses to operate effectively. When considering whether a proposed non-
156 employment use has the potential to compromise the operation of remaining employment uses, regard will
157 be had to issues such as noise, odour, dust, hours of operation, vehicular access, parking and servicing and
158 safety associated with both the established and proposed uses.

² Note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those previously categorised as B2, B8, E(g) and E Use Classes as a whole will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced. Should no similar replacement new Use Classes arise, then the description of B2, B8 and E Use Classes as at the date of the adoption of this plan will apply for the purpose of applying this policy, and appropriate conditions or similar mechanisms will be used to enforce such provisions.

159 In considering whether a proposed development would provide benefits that outweigh the loss of
160 employment land, regard will be given to the social and economic benefits of the proposed use.
161 Consideration will also be given to whether the redevelopment of the site or property would deliver
162 improvements to its appearance or result in a reduction in traffic, odour, noise, dust or other emissions.

163 If a proposal is considered in the context of this policy to potentially have an effect on an internationally
164 designated site, it will need to be considered against the Habitats Regulations and a project level
165 Appropriate Assessment undertaken.

166 The Authority recognises the importance of allowing enterprises to appropriately diversify and generate new
167 income streams to ensure their continued viability. Nevertheless, it is essential that the diversification is
168 carefully managed so it does not harm landscape character, adversely affect the original operation, or have a
169 detrimental impact on the tranquillity of the Broads by resulting in an unacceptable impact on the transport
170 network or unacceptable levels of traffic and noise. Additionally, development proposals that could have an
171 adverse effect on the integrity of a protected site would not be deemed appropriate in accordance with
172 policy DM13. Existing buildings will be used to accommodate the diversification unless it has been
173 demonstrated that this cannot be achieved. Reasons for this could include, for example, floorspace
174 requirements, structural condition or impact on neighbouring amenity. New build development as part of
175 diversification will only be permitted where it is regarded as the only viable option. Proposals to diversify to
176 a tourism use will also be assessed against policy DM29: Sustainable Tourism.

177 If a proposal is considered in the context of this policy to potentially have an effect on an internationally
178 designated site, then it will need to be considered against the Habitats Regulations and a project level
179 Appropriate Assessment undertaken.

180 At the time of writing, changes to the Permitted Development Rights in relation to commercial sites were
181 being consulted on. The proposed amendments to Permitted Development may result in further changes to
182 this policy.

183 **Reasonable alternative options**

- 184 a) No policy
185 b) The original policy, with no amendments.

186 **Sustainability appraisal summary**

187 The three options (of the amended policy, the original policy and no policy) have been assessed in
188 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 5 ?
B: Keep original policy	4 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	5 positives. 0 negatives. 0 ? Overall, positive.

189 **How has the existing policy been used since adoption in May 2019?**

190 According to recent Annual Monitoring Reports, the policy has been used and applications have
191 been determined in accordance with the policy.

192 **Why has the alternative option been discounted?**

193 The amended policy is preferred because it provides clarification and brings business diversification
194 into this policy.

195 **UN Sustainable Development Goals check**

196 This policy meets these [UN SD Goals](#):

8 DECENT WORK AND
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197

Sustainability Appraisal

SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

Assessment of Policy DM25: New employment development

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	+	+
ENV2	?		+	+
ENV3	?		+	+
ENV4	?		+	+
ENV5	?		+	+
ENV6	?		+	+
ENV7	?		+	+
ENV8				
ENV9	?		+	+
ENV10	?		+	+
ENV11	?		+	+
ENV12				
SOC1				
SOC2				
SOC3	?		+	+
SOC4				
SOC5	?		+	+
SOC6	?		+	+
SOC7				
ECO1	?		+	+
ECO2	?	+	+	
ECO3	?	+	+	

Assessment of Policy PODM26: Protecting general employment

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy	
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.		+ Impact on transport network a consideration.	
ENV2					
ENV3					
ENV4					
ENV5					
ENV6					
ENV7	?			+ Policy generally seeks to re-use buildings.	+ Policy generally seeks to re-use buildings.
ENV8					
ENV9					
ENV10					
ENV11					
ENV12					
SOC1					
SOC2					
SOC3					
SOC4					
SOC5					
SOC6					
SOC7					
ECO1	?			+ Fundamentally, the policy relates to employment land.	+ Fundamentally, the policy relates to employment land.
ECO2	?		+	+	
ECO3	?		+	+	



**Local Plan for the Broads - Review
Preferred Options bitesize pieces
September 2023**

Broads Economy – SP10, SP11 and DM28

This is a proposed draft section/policy for the Preferred Options Local Plan. Member’s comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

Policy POSP10: A prosperous local economy

1. Proposals that contribute towards sustainable economic growth, prosperity and employment will be supported, subject to other policies in this local plan, there being no adverse impacts on the special qualities of the Broads, and there being sufficient infrastructure to accommodate proposals.
2. To support and strengthen the local and rural economy, the Authority will:
 - a) Support a stock of premises that are suitable for a variety of business activities, for businesses of differing sizes, and available on a range of terms and conditions for businesses with differing resources;
 - b) Protect sites and properties in employment uses from redevelopment resulting in a loss of employment, by supporting and promoting appropriate diversification;
 - c) Encourage appropriate new inward investment and expansion;
 - d) Support the growth of small and micro business;
 - e) Encourage business start-ups – support the growth of entrepreneurial culture; and
 - f) Seek an increase in employment opportunities for local residents, including training and apprenticeships.

Reasoned Justification

This policy refers to land use classes ~~B1~~, B2, ~~and B8~~, and E(g)¹ and uses which are deemed ancillary to these uses. The Authority may impose conditions and/or remove permitted development rights in order to limit the ability to change use to other uses within Use Class E without the need for planning permission.

¹ Note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those previously categorised as B2, B8, E(g) and E Use Classes as a whole will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced. Should no similar replacement new Use Classes arise, then the description of B2, B8 and E Use Classes as at the date of the adoption of this plan will apply for the purpose of applying this policy, and appropriate conditions or similar mechanisms will be used to enforce such provisions.

18 Many smaller employment areas have an important role for local communities across the Broads
19 and beyond. Their existence is vital in supporting smaller and, in particular, rural, communities and
20 providing local employment and services without the need to travel too far. While much of the land
21 which provides local employment is beyond the Broads Authority Executive Area, it will be necessary to
22 protect those areas which do provide employment from inappropriate redevelopment and to retain them in
23 employment use. The loss of employment-generating businesses would increase the need for commuting
24 and reduce the viability, vitality, diversity and specialist skills of the local economy, contrary to wider
25 sustainability objectives. Retention in employment use would not necessarily preclude all change, but would
26 prevent the loss of local opportunities.

27 Support of the local economy is not only about the boating industry. There are many other businesses and
28 operators within the Broads who rely on visitors and residents for their livelihood. In the longer-term,
29 diversification of the economic base and the tourism offer may provide the best opportunity to sustain local
30 economic viability.

31 The viability of communities and local economies would be increased by a widening of the economic base,
32 and there is considerable support for the promotion of diversification, both within the tourism and
33 agricultural sectors.

34 Agriculture is undergoing a period of substantial change as a result of reforms to the support mechanisms
35 ~~(such as EU subsidies)~~, and these will have implications for the Broads. Support for agricultural
36 diversification should seek to ensure that the value of the landscape and conservation interest is maintained.

37 The Authority will promote and seek contributions to the provision of training facilities or other
38 opportunities to improve the skills and qualifications of the resident workforce and help sections of the
39 workforce that are disadvantaged in the labour market (particularly school leavers not in employment,
40 education or training). Training initiatives will be also supported. Strengthening a skilled workforce in the
41 marine and tourism industries, and in specialist traditional/craft skills on which the distinctive character of
42 the Broads relies, as well as supporting and promoting employment in nature conservation, is also important
43 to the area.

44 **Reasonable alternative options**

- 45 a) No policy
- 46 b) The original policy, with no amendments.

47 **Sustainability appraisal summary**

48 The three options (of the amended policy, the original policy and no policy) have been assessed in
49 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 9 ?
B: Keep original policy	9 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	9 positives. 0 negatives. 0 ? Overall, positive.

50 **How has the existing policy been used since adoption in May 2019?**

51 According to recent Annual Monitoring Reports, the policy has been used and applications have
52 been determined in accordance with the policy.

53 **Why has the alternative option been discounted?**

54 The amended policy is preferred because it provides clarification and also refers to other parts of
55 the economy not referred to previously.

56 **UN Sustainable Development Goals check**

57 This policy meets these [UN SD Goals](#):

8 DECENT WORK AND
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11 SUSTAINABLE CITIES
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12 RESPONSIBLE
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AND PRODUCTION



58

59 **Policy SP11: Waterside sites**

- 60 1. A network of waterside sites in employment and commercial use will be maintained throughout the
61 Broads, providing:
- 62 a) Boating support services;
 - 63 b) Provision of visitor facilities;
 - 64 c) Access to the water;
 - 65 d) High quality environment and provision of high quality green infrastructure;
 - 66 e) Wider infrastructure to support tourism;
 - 67 f) Recreational facilities (such as moorings and access for anglers); and
 - 68 g) Community facilities.
- 69 2. Limited redevelopment of boatyards and other waterside employment or commercial sites for
70 alternative employment or commercial uses will be permitted, subject to retention of a viable level of
71 boatyard facilities on the site and subject to other policies in this local plan, there being no adverse
72 impacts on the special qualities of the Broads, and there being sufficient infrastructure to accommodate
73 proposals. Uses other than employment or commercial will only be considered once it has been
74 satisfactorily demonstrated that an employment or commercial use is not viable.

75 **Reasoned Justification**

76 The boating industry has a very prominent role in the Broads, providing for a wide range of recreational and
77 tourist use of the water, and is a key part of Broads' life.

78 Historically, the Broads Local Plan policies have sought to retain boatyards in boatyard use, and there has
79 been a general presumption against redevelopment for alternative uses. The justification for this, which is
80 still valid, has been to retain and maintain the special character of the area and the balance between water
81 and land-based opportunities for recreation. However, there have been significant changes in the holiday
82 industry, including patterns of leisure, customer expectations and an increase in short breaks, and this has
83 coincided with a period of decline in the traditional Broads holiday.

84 The majority of waterside sites are within areas identified as at risk of flooding, and this will be a constraint
85 to alternative uses in many locations. The Authority is also mindful that the marine industry draws services
86 from across Norfolk and Suffolk, supporting its concern that the economic and social impact of
87 diversification within the boatyards or their closure would be felt in the wider Broads area and across a
88 range of businesses. This will need to be taken into account in determining appropriate alternative uses.

89 Some smaller boatyards may not be financially viable and operators may seek alternative uses for their site.
90 The policy seeks retention of such sites in a use that benefits the local economy and provides job
91 opportunities. Any other changes to the use of the site need to be fully justified, with viability evidence
92 provided in support of applications for such changes.

93 If waterside sites do move away from boatyard uses, it is expected that facilities will still be available for
94 boat users. Boatyard facilities referred to in this policy and section include moorings, access into the water,
95 waterside safety provisions and fresh water, pump-out and electricity provision.

96 There remain many months of low season availability for angling tourism, extending the visitor season for
97 the benefits of the local community. Any further loss of waterfront access enabling angling would greatly
98 impact the existing limited river bankside access.

99 **Reasonable alternative options**

- 100 a) No policy
- 101 b) The original policy, with no amendments.

102 **Sustainability appraisal summary**

103 The three options (of the amended policy, the original policy and no policy) have been assessed in
104 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 7 ?
B: Keep original policy	7 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	7 positives. 0 negatives. 0 ? Overall, positive.

105 **How has the existing policy been used since adoption in May 2019?**

106 According to recent Annual Monitoring Reports, the policy has been used and applications have
107 been determined in accordance with the policy.

108 **Why has the alternative option been discounted?**

109 It is preferred to have a policy given the abundance and importance of waterside sites to which the
110 policy applies.

111 **UN Sustainable Development Goals check**

112 This policy meets these [UN SD Goals](#):

8 DECENT WORK AND
ECONOMIC GROWTH



9 INDUSTRY, INNOVATION
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11 SUSTAINABLE CITIES
AND COMMUNITIES



12 RESPONSIBLE
CONSUMPTION
AND PRODUCTION



113

114 **Policy DM28: Development on waterside sites in employment or commercial use, including**
115 **boatyards**

- 116 1. Within existing waterside sites, the development of new boatsheds and other buildings to meet
117 the operational requirements of the **site business** will be permitted subject to other policies of
118 the development plan. The Design Guide (or successor document) will be of relevance.
119
- 120 2. Proposals that improve resilience and adaptivity to climate change as well as provide enhanced
121 environmental benefits would be welcomed, subject to other policies in the Local Plan.
- 122 3. The development of new buildings for employment purposes within waterside sites, other than
123 those directly associated with that **site business**, will only be permitted provided that:
124 a) The development would involve a subsidiary part of the site and is compatible with retention of
125 existing uses on the remainder of the site;
126 b) The site is large enough to accommodate the different uses in a manner that would not conflict
127 with each other, and would not have a significant adverse effect on adjoining uses and
128 occupiers;
129 c) The design addresses the requirements of the Design Guide (or successor document);
130 d) Given the waterside location, the requirements of the dark skies policy are followed; and
131 e) There is no loss of local or visitor facilities, such as moorings, access for angling and access to
132 the waterside.
- 133 4. Proposals for the change of use of existing buildings in a waterside site to an employment use
134 not directly associated with that **site business** will only be permitted subject to a, b, ~~and~~ c, d and
135 e above and provided that:
136 f) It is demonstrated that the use of the existing building(s) to be re-used is no longer required for
137 its most recent or other former purpose;
138 g) The proposed use is an employment or commercial use that is complementary in scale and kind
139 with existing waterside uses on adjacent sites;
140 h) The proposed use would not prejudice a return to boatyard use.
- 141 5. Proposals for a redevelopment of a waterside site which will result in a comprehensive change
142 to the use of the site will only be permitted subject to b, c, d and e above and provided that:
143 i) It is demonstrated that the existing use is not viable;
144 j) The proposals form part of a comprehensive scheme for the site that retains the site as a
145 unified management unit; and
146 k) The proposed redevelopment does not have a significant adverse effect on adjoining uses and
147 occupiers.
- 148 6. Uses other than commercial or employment will only be permitted subject to policy PODM26.
- 149 7. In all cases, development proposals should, as far as practicable, ensure that waterside
150 commercial uses, including construction activity, avoid increased sedimentation and
151 disturbance to the waterways².

² Pollution prevention for businesses www.gov.uk/guidance/pollution-prevention-for-businesses

152 8. Storage of potentially polluting material, for example oils, is proposed and implemented in such
153 a way that pollution is avoided, including during flood events.

154 **Reasoned Justification**

155 For ease of reference, waterside sites in employment or commercial use, including boatyards, are referred to
156 as 'waterside sites' in this policy.

157 Waterside sites are sites which are adjacent to a river, broad, navigable cut or basin and which are
158 associated with the operation of commercial boat related activities. The range of boat related activities is
159 varied, ranging from boat construction and maintenance to boat hire, but they are all characterised primarily
160 by the functional relationship between the use and the water, and the importance of the water to the use.
161 This policy will cover marinas and other private moorings which are operated on a commercial basis where
162 individual boat owners pay a mooring fee but will not cover private moorings which are associated with an
163 individual dwelling or individual mooring plots.

164 Waterside sites are in practice a finite resource because whilst new mooring basins or cuts can be dug, there
165 are often strong landscape and natural environment reasons why this is not acceptable. A key example is if
166 the area that is proposed to be dug out is on peat; with its special properties, the peat policy (PODMXX) will
167 apply and this is likely to limit the development potential. It is therefore important to conserve the existing
168 waterside sites for the boatyards and commercial uses which are characteristic of the Broads and which
169 contribute so significantly to its economy and attraction to the visitor. Waterside sites provide a range of
170 vital services used by boat hirers and private owners, including boat maintenance, fuel, pump out facilities
171 and short stay moorings.

172 For the purposes of this policy, the definition of waterside sites is not limited only to the waterside buildings
173 within which these activities take place but will include surrounding land and ancillary buildings which are
174 currently used (or were last used) in connection with the enterprise. The reason for this is that a boatyard or
175 other waterside site in a commercial use will need land for associated uses such as storage, hard standing
176 and parking to support the commercial use. This land does not need to be immediately adjacent to the
177 water, however it does need to be close and convenient to the main business and usually forms part of the
178 main site. The change of use of this land to other non-related purposes or development will reduce the
179 capacity and resilience of the boatyard site and cumulative incremental change can reduce viability as the
180 site becomes too small and/or constrained to function effectively. In order to protect boatyard and other
181 waterside sites in commercial use, therefore, any proposal for change of use will need to demonstrate
182 robustly that the land which is being proposed for the new use is no longer required for boatyard,
183 employment or commercial use.

184 Many boatyard uses are classed as 'general industrial' uses and fall within a Class B use and class E(g) of the
185 Town and Country Planning (Use Classes) (Amendment) (England) Order 2010 where some permitted
186 development rights apply which permit change to other uses within Class B and E. This policy does not alter
187 this, and any such changes are outside its remit. The land use changes covered by this policy are those for
188 which planning permission is required ~~and will include changes from Class B to Class A (retail etc.), Class C~~
189 ~~(dwellings), Class D (institutions, assemble and leisure) or sui generis uses, or from sui generis to any other~~
190 ~~use.~~

191 ~~There have been an increasing number of proposals to redevelop waterside sites in the Broads.~~ Due to the
192 importance of these waterside sites to the local economy and character of the Broads, the Authority will
193 seek to make sure these sites are retained in commercial use wherever possible.

194 Nevertheless, the special qualities of the Broads dictate that away from these sites there are a limited
195 number of suitable sites that could accommodate the changing circumstances of businesses and their needs
196 to diversify. It is important to strike a balance between protecting waterside sites in commercial use and

197 allowing businesses to diversify or relocate. Accordingly, proposals that seek to establish other employment
198 uses within a boatyard will be permitted provided that the proposed development would not erode the
199 character of the site, compromise the viability of established uses or restrict or reduce opportunities for use
200 of the waterways.

201 Where a viability assessment is required, applications should be accompanied by a statement, completed by
202 an independent chartered surveyor, which demonstrates that existing uses are not viable. The level of detail
203 and type of evidence and analysis presented should be proportionate to the scale and nature of the site
204 and/or property in question. The statement should provide an assessment of the current and likely future
205 market demand for the site or property, and details of the attempts to market it at a reasonable price or rate
206 for a sustained period of 12 months and its value. It should demonstrate that all available opportunities of
207 grant funding and financial support to help retain the existing use(s) have been fully explored and none are
208 viable, and that interventions to improve the attractiveness of the site for the existing uses are not feasible.
209 It should also justify the need for the alternative proposed use in this locality and show how the proposed
210 redevelopment would not compromise the primary function of the locality or the operations of neighbouring
211 users. The statement will be independently reviewed, entirely at the applicant's expense. Please see our
212 marketing and viability guide for more details xxx.

213 Waterside sites in commercial use may be affected by flooding. **Policy DM5** on flood risk will be of particular
214 importance in determining applications to change the use.

215 **Policy DM37** on residential moorings states that boatyards and marinas (subject to the locational and other
216 criteria within that policy) could be suitable areas for residential moorings.

217 The policy also includes cross reference to policy **PODMxx** on dark skies.

218 If a proposal is considered in the context of this policy to potentially have an effect on an internationally
219 designated site, then it will need to be considered against the Habitats Regulations and a project level
220 Appropriate Assessment undertaken.

221 It is also important to note that works near a main river may require an environmental permit. Further
222 information is provided in paragraph 31.3.

223 **Reasonable alternative options**

- 224 a) No policy
- 225 b) The original policy, with no amendments.

226 **Sustainability appraisal summary**

227 The three options (of the amended policy, the original policy and no policy) have been assessed in
228 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 6 ?
B: Keep original policy	4 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	6 positives. 0 negatives. 0 ? Overall, positive.

229 **How has the existing policy been used since adoption in May 2019?**

230 According to recent Annual Monitoring Reports, the policy has been used and applications have
231 been determined in accordance with the policy.

232 **Why has the alternative option been discounted?**

233 It is preferred to have a policy given the abundance and importance of waterside sites to which the
234 policy applies. The amendments to the policy highlight the importance of design and light pollution
235 given the prominent location on water.

236 **UN Sustainable Development Goals check**

237 This policy meets these [UN SD Goals](#):

8 DECENT WORK AND
ECONOMIC GROWTH



9 INDUSTRY, INNOVATION
AND INFRASTRUCTURE



11 SUSTAINABLE CITIES
AND COMMUNITIES



12 RESPONSIBLE
CONSUMPTION
AND PRODUCTION



238

Sustainability Appraisal

SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

Assessment of Policy POSP10: A prosperous local economy

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy		
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.				
ENV2						
ENV3	?		+	The policy refers to the special qualities of the Broads.	+	The policy refers to the special qualities of the Broads.
ENV4	?		+	The policy refers to the special qualities of the Broads.	+	The policy refers to the special qualities of the Broads.
ENV5						
ENV6						
ENV7						
ENV8						
ENV9	?		+	The policy refers to the special qualities of the Broads.	+	The policy refers to the special qualities of the Broads.
ENV10						
ENV11						
ENV12						
SOC1	?		+	Policy refers to the impact of proposals on the amenity of nearby users.	+	Policy refers to the impact of proposals on the amenity of nearby users.
SOC2						
SOC3	?		+	Policy refers to training and apprenticeships.	+	Policy refers to training and apprenticeships.
SOC4						
SOC5	?		+	The policy relates to employment which would offer a range of job opportunities for the community.	+	The policy relates to employment which would offer a range of job opportunities for the community.
SOC6						
SOC7						
ECO1	?	+	Fundamentally, the policy is about promoting employment.	+	Fundamentally, the policy is about promoting employment.	
ECO2	?	+		+		
ECO3	?	+		+		

Assessment of Policy SP11: Waterside sites

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy		
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.				
ENV2						
ENV3	?		+	The policy refers to the special qualities of the Broads.	+	The policy refers to the special qualities of the Broads.
ENV4	?		+	The policy refers to the special qualities of the Broads.	+	The policy refers to the special qualities of the Broads.
ENV5						
ENV6						
ENV7						
ENV8						
ENV9	?		+	The policy refers to the special qualities of the Broads.	+	The policy refers to the special qualities of the Broads.
ENV10						
ENV11						
ENV12						
SOC1						
SOC2						
SOC3						
SOC4						
SOC5	?		+	The policy relates to employment which would offer a range of job opportunities for the community.	+	The policy relates to employment which would offer a range of job opportunities for the community.
SOC6						
SOC7						
ECO1	?	+	Fundamentally, the policy is about promoting employment.	+	Fundamentally, the policy is about promoting employment.	
ECO2	?	+		+		
ECO3	?	+		+		

Assessment of Policy DM28: Development on waterside sites in employment or commercial use, including boatyards

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.		
ENV2				
ENV3				
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10	?			+ Policy refers to the design guide.
ENV11	?			+ Policy refers to dark skies and light pollution.
ENV12				
SOC1				
SOC2				
SOC3				
SOC4				
SOC5	?			+ The policy relates to employment which would offer a range of job opportunities for the community. + The policy relates to employment which would offer a range of job opportunities for the community.
SOC6				
SOC7				
ECO1	?		+ Fundamentally, the policy is about promoting employment. + Fundamentally, the policy is about promoting employment.	
ECO2	?		+ Fundamentally, the policy is about promoting employment. + Fundamentally, the policy is about promoting employment.	
ECO3	?		+ Fundamentally, the policy is about promoting employment. + Fundamentally, the policy is about promoting employment.	



**Local Plan for the Broads - Review
Preferred Options bitesize pieces
Main Road Network**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

1 **Policy POSSROADS: Main road network¹**
2 **Main Map (NE, NW, & S), and various Inset**

- 3 1. New development accessed by the Primary Route Network (directly or by a side road which
4 connects onto it), or by a Main Distributor Route, will only be permitted if, ~~taking into account~~
5 ~~any mitigation measures, any resulting increase in traffic would not~~ potential traffic impact can
6 be mitigated such that it is unlikely to have ~~a severe residual impact on:~~
7 i) An unacceptable impact on highway safety;
8 ii) A severe, cumulative residual impact on ~~the route's traffic capacity~~ the road network; or ~~and~~
9 iii) Adverse impact on the amenity and access of any neighbouring occupiers; ~~and~~
10 iv) ~~the Primary Route Network's national and strategic role as roads for long distance traffic.~~
- ~~2. In appropriate cases, transport assessment or statements will be required to demonstrate that
development proposals can be accommodated on the road network, taking into account any
infrastructure improvements and travel plans proposed.~~

11 Parishes affected

12 Acle CP, Beccles CP, Broome CP, Bungay CP, Coltishall CP, Ditchingham CP, Filby CP, Fleggburgh CP,
13 Fritton and St. Olaves CP, Gillingham CP, Haddiscoe CP, Halvergate CP, Hoveton CP, Horning CP,

¹ More detail is provided as follows. In Norfolk see www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-travel-policies/transport-asset-management-plan in particular map ciii of the appendices. In Suffolk Part 1 of the Suffolk Local Transport Plan has a principal routes diagram on page 35: www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-strategy-and-plans/ and there is also the Suffolk County Council's [Recommended Lorry Route Network Map](http://www.suffolk.gov.uk) (www.suffolk.gov.uk)

14 Ludham CP, Mautby CP, Potter Heigham CP, Repps with Bastwick CP, Ormesby St. Michael CP,
15 Rollesby CP, Smallburgh CP, Stalham CP, Upton with Fishley CP, Wroxham CP.

16 Constraints and features

- 17 • Some of these routes are within or close to SAC, SPA, Ramsar sites, or SSSIs.
- 18 • Routes pass through high flood risk zones.

19 Reasoned Justification

20 The highway authorities and Norfolk and Suffolk County Councils have recommended that the
21 Authority continues ~~the 1997 Local Plan approach of~~ protecting these routes from any development
22 that undermines their wider purpose or highway safety. The routes can be found here:

- 23 • In Norfolk see www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-travel-policies/transport-asset-management-plan in particular map ciii of the appendices.
- 24 • In Suffolk Part 1 of the Suffolk Local Transport Plan has a principal routes diagram on page
25 35: www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-strategy-and-plans/ and there is also the Suffolk Lorry Route network:
26 [www.suffolk.gov.uk/assets/Roads-and-transport/lorry-management/Lorry-Route-Map-](http://www.suffolk.gov.uk/assets/Roads-and-transport/lorry-management/Lorry-Route-Map-Amended-MAY-17.pdf)
27 [Amended-MAY-17.pdf](http://www.suffolk.gov.uk/assets/Roads-and-transport/lorry-management/Lorry-Route-Map-Amended-MAY-17.pdf)

31 Where development may have transport impacts it should be supported by an appropriate level of
32 survey and assessment to inform the decision-making process. Transport Statements or Transport
33 Assessments are used to assess the potential impact of a development. **See policy PODM23.**

34 ~~A **Transport Assessment (TA)** is a comprehensive and systematic process that sets out transport~~
35 ~~issues relating to a proposed development. It identifies what measures will be taken to deal with~~
36 ~~the anticipated transport impacts of the scheme and to improve accessibility and safety for all~~
37 ~~modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.~~

38 ~~In some cases, the transport issues arising out of development proposals may not require a full TA~~
39 ~~to inform the process adequately and identify suitable mitigation. In these instances, it has become~~
40 ~~common practice to produce a simplified report in the form of a **Transport Statement (TS)**.~~

41 ~~There will also be situations where the transport issues relating to a development proposal are~~
42 ~~limited, and no formal assessment is necessary.~~

43 ~~Norfolk and Suffolk County Councils set thresholds for which a TA or TS are required. In general,~~
44 ~~however, a Transport Statement (TS) is for development that has relatively small transport~~
45 ~~implications, and a Transport Assessment (TA) is for development that has significant transport~~
46 ~~implications.~~

47 The need for and level of formal transport assessment will be determined in consultation between
48 the developer and the relevant authorities (Local Planning Authority, Local Highways Authority,
49 Local Transport Authority and National Highways England) (see policy PODM23). In cases where the
50 development may also impact upon the Trunk Road network (A12 and A47), discussions should also

51 take place with [National Highways England](#), who has a responsibility to maintain the Trunk Road
52 network on behalf of the Secretary of State².

Also of relevance is Policy SSA47 on the Acle Straight.

53 **Reasonable alternative options**

- 54 a) No policy
55 b) The original policy, with no amendments.

56 **Sustainability appraisal summary**

57 The three options (of the amended policy, the original policy and no policy) have been assessed in
58 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 2 ? Overall, positive.
B: Keep original policy	2 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	2 positives. 0 negatives. 0 ? Overall, positive.

59 **How has the existing policy been used since adoption in May 2019?**

60 According to recent Annual Monitoring Reports, the policy has not been used.

61 **Why has the alternative option been discounted?**

62 The amended policy is preferred because it provides clarification and makes the policy more
63 consistent with the NPPF.

64 **UN Sustainable Development Goals check**

65 This policy meets these [UN SD Goals](#):

66 None identified

² [Strategic road network and the delivery of sustainable development - GOV.UK \(www.gov.uk\)](#)

Sustainability Appraisal

SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

Assessment of policy

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	+ Fundamentally, the policy relates to travel and transport.	+ Fundamentally, the policy relates to travel and transport.
ENV2				
ENV3				
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10				
ENV11				
ENV12				
SOC1	?			+ Policy refers to the impact of proposals on the amenity of nearby users.
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3				



**Local Plan for the Broads - Review
Preferred Options bitesize pieces
September 2023**

Transport section

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

Policy POSP8: ~~Getting to and around the Broads~~ Accessibility and Transport

1. Development will be well located and designed so as to maximise the use of sustainable forms of transport appropriate to its particular location.
2. All new development is required to address the transport implications of that development.
3. Development proposals need to contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods.
4. Development proposals need to consider the needs of all users, including physically disabled people, people with visual impairments, and neurodiverse people in the design of streets and movement routes.
5. Improvements to transportation to access facilities, services and settlements within the Broads will be sought in a manner and at a level which is compatible with sustainability objectives and the special qualities of the Broads.
6. Integration between all modes of transport will be sought to encourage the community and visitors to arrive and travel within the Broads via sustainable modes of transport.
7. Within the Broads area, particular improvements required include:

- 18 a) The improvement of access to and views of the waterside by the introduction of additional
19 footpaths and cycle ways, subject to these not having a direct adverse impact on designated
20 sites or increasing access such that it will have an adverse impact;~~Access to watersides will~~
21 ~~avoid designated sites and not increase access in these areas;~~
22 b) The promotion of access to enjoy the built, historic and cultural landscape; and
23 c) The creation of links to/from settlements.

24 Reasoned Justification

25 Fundamentally, this Local Plan and the policies in the transport section are designed to contribute
26 to the Government's aims of decarbonising the transport system, as set out in Transport
27 decarbonisation plan - GOV.UK (www.gov.uk).

28 Parts of the Broads are rural and other parts are more urban, albeit on the edge of settlements.
29 While using the car in rural areas is often the only practical way to get around, the policy promotes
30 the use of more sustainable modes of transport, in particular, active travel¹. The benefits vary from
31 reduced air pollution, reduced emissions contributing to climate change, an active lifestyle
32 benefitting health, less congestion and less money spent on fuel.

33 Visitors to the Broads arriving by private car can cause seasonal congestion during the summer
34 travel period, particularly in and around towns that act as a focus for attractions and provide easy
35 access to the rivers or broads. This results in increased pressure in terms of demands for visitor
36 attractions, accommodation, road space and parking. It creates a contradictory impression to
37 visitors who expect the Broads to be tranquil and not an area of dense traffic and congestion, and
38 can have a damaging impact on the local economy, environment and people's health. Through
39 traffic will be encouraged to find alternative routes away from visitor and residential areas and this
40 can be achieved through measures including improved signage.

41 The improvement of interchanges between passenger transport, walking, wheeling and cycling
42 facilities, seasonal road and water bus services and boats between rail stations, town centres,
43 tourist attractions, and moorings, and bespoke provisions such as a Broads Hopper bus service, are
44 all measures that may be considered appropriate and that would reduce car-based travel within the
45 area. Developers can make a contribution by encouraging modal shift, for example with a travel
46 plan and by providing infrastructure and ensuring provision is made for example cycle routes when
47 making changes.

48 The Broads area is crossed by a number of major transportation links, including the A47 trunk road
49 east of Norwich and south of Great Yarmouth, and by a number of other important roads.
50 However, as a predominantly rural area, access to the villages, rivers and broads is usually off minor
51 roads and this can be a constraint on development of isolated sites.

52 Employees of visitor facilities and Broads businesses also have to travel within the area. Any
53 improvements to access would take into account the needs of disabled people.

54 The Authority seeks to encourage access to the area by bicycle. This promotes quiet and
55 sustainable access in a manner compatible with the National Park ethos, while encouraging visitors

¹ Active travel simply means making journeys in physically active ways - like walking, wheeling (using a wheelchair or mobility aid), cycling, or scootering.

56 to consider the impact of their activities on an ecosystem vulnerable to climate change. The
57 improvement of walking and cycling facilities will support the local economy and the diversification
58 of the tourism industry and will be encouraged.

59 In determining applications, the Local Transport Plans of Norfolk and Suffolk County Council will be
60 applicable:

- 61 • Local Transport Plan - Norfolk County Council
- 62 • Transport strategy and plans - Suffolk County Council

63 Furthermore, transport and travel related plans of our constituent district will also be applicable.
64 For example:

- 65 • The East Suffolk Walking and Cycling Strategy: www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy.
- 66 • Suffolk Local Cycling and Walking Infrastructure Plan 2021 - [local-cycling-and-walking-infrastructure-plan-for-suffolk](#)
- 67 • Suffolk Green Access Strategy - [suffolk-green-access-strategy-2020-2030](#)

70 **Specific question x: Are there any other travel and transport plans that you think are relevant to**
71 **the Broads?**

72 **Reasonable alternative options**

- 73 a) The original policy, with no amendments.
- 74 b) No policy

75 **Sustainability appraisal summary**

76 The three options (of the amended policy, the original policy and no policy) have been assessed in
77 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 5 ? Overall, positive.
B: Keep original policy	3 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	5 positives. 0 negatives. 0 ? Overall, positive.

78 **How has the existing policy been used since adoption in May 2019?**

79 According to recent Annual Monitoring Reports, the policy has been used and applications have
80 been determined in accordance with the policy.

81 **Why has the alternative option been discounted?**

82 The policy has been altered to be more related to development and travel and transport. It includes
83 wording relating to the impact of development on travel and transport as well as include important
84 considerations when determining schemes. As such, the changes are prudent and the preferred
85 policy is favoured.

86 **UN Sustainable Development Goals check**

87 This policy meets these [UN SD Goals](#):

3 GOOD HEALTH
AND WELL-BEING



13 CLIMATE
ACTION



89 **Policy POSP9: Recreational access around the Broads**

- 90 1. Safe recreational access to both land and water and between the water's edge and the water
91 will be protected and improved through:
- 92 a) Developing the Public Rights of Way (PRoW) network in line with the recommendations of the
93 Norfolk and Suffolk Rights of Way Improvement Plans, Cycling and Walking Delivery Plan and
94 the Broads Integrated Access Strategy;
 - 95 b) Developing and/or improving access to other areas of the Broads from land and water, where
96 appropriate;
 - 97 c) Identifying and safeguarding potential crossing points of land and water;
 - 98 d) Protecting and improving moorings, staithe, [canoe launch pontoons](#) and slipways;
 - 99 e) Creating new moorings and slipways where there is good road access and provision for parking;
 - 100 f) Protecting and creating waterside spaces for informal recreation; and
 - 101 g) Incorporating and developing appropriate measures for disabled people².
- 102 2. Improved access will only be permitted where adverse impacts on the natural and historic
103 environment have been considered and addressed in line with other policies in this Local Plan.

104 Reasoned Justification

105 Due to the geography and network of waterways, much of the Broads area is relatively difficult to
106 access. The best – and sometimes only – way to reach many parts of the system is by water.
107 Moreover, links between land and water-based recreational provisions are limited.

108 Historically, many parish staithe had a slipway for use of residents, but many of these have been
109 lost through redevelopment, change of ownership or neglect (see [SSSTAITHEs](#)). This affects the
110 ability of communities to access the water and of visitors to access the shore. A network of
111 slipways is required with good road access, close to other services and facilities, and offering
112 parking for trailers in discrete locations. Redevelopment of the waterfront often leads to restricted
113 views and loss of access to the water's edge. Opportunities to provide public access to the water's
114 edge and/or into the water should be sought when waterside sites are developed, as part of a
115 comprehensive scheme for the site.

116 Part II of the Countryside and Rights of Way Act (CRoW Act) seeks to modernise the rights of way
117 system³ to reflect current culture and to complement the provisions with regard to access to open
118 country. Suffolk and Norfolk County Councils, as local highway authorities, will prepare and publish
119 Public Rights of Way (PRoW) Improvement Plans. The Broads Integrated Access Strategy sits
120 alongside these plans, and looks at issues and actions such as access by, across and to water, and its
121 impact on landscape and tranquillity for local residents, visitors, anglers and boat users. [There does
122 however need to be no increase in recreational access to sensitive designated sites.](#)

123 Poor accessibility in the Broads area can be further exacerbated by the geographical nature of the
124 waterways themselves, which dissect much of the area, making it difficult to get from one place to
125 another without having to go around the waterways. The provision of well-designed and
126 appropriately located bridges/crossings will be investigated where they can provide safe crossings
127 of roads by pedestrians and cyclists, or of navigable waterways where navigation will not be
128 impeded.

² See this for more information: [outdoor-accessibility-guidance-2023.pdf \(pathsforall.org.uk\)](#)

³ There are many trails in Norfolk ([www.norfolk.gov.uk/out-and-about-in-norfolk/norfolk-trails](#)) and Suffolk ([www.discoversuffolk.org.uk/](#)). The [England Coast Path - East - \(www.NationalTrail.co.uk\)](#) will also pass through and by the Broads

129 It is important to be aware of the risk of habitat deterioration and disturbance which could arise
130 from increased access in some locations around the Broads.

131 **Reasonable alternative options**

132 a) No policy

133 **Sustainability appraisal summary**

134 The two options (of the original policy and no policy) have been assessed in the SA. The following is
135 a summary.

A: No policy	0 positives. 0 negatives. 5 ?
B: Preferred Option – original policy	5 positives. 0 negatives. 0 ? Overall, positive.

136 **How has the existing policy been used since adoption in May 2019?**

137 According to recent Annual Monitoring Reports, the policy has been used and applications have
138 been determined in accordance with the policy.

139 **Why has the alternative option been discounted?**

140 Travel and transport are key considerations for people visiting the Broads. A policy provides
141 guidance as to what the Authority is seeking to achieve to enable visitors to experience the Broads.
142 The policy is favoured.

143 **UN Sustainable Development Goals check**

144 This policy meets these [UN SD Goals](#):

3 GOOD HEALTH
AND WELL-BEING



13 CLIMATE
ACTION



145

146

Policy PODM23: Transport, highways and access

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148
149

1. New development should be designed and located in order to minimise the need to travel and support a modal hierarchy which prioritises walking, then cycling, then public transport, then car clubs, electric vehicles and lastly private fossil-fuelled vehicles.

150
151
152

2. Development proposals that need to be accessed by land shall:
a) Be assessed in terms of their impact upon the highway network in respect of traffic capacity, highway safety and environmental impact of generated traffic. As appropriate, mitigation will be required including off-site works, points of access, visibility and turning facilities;

153
154
155
156

b) Incorporate opportunities for ~~electric cars and~~ increased sustainable public access by a choice of transport modes including by bus, train, foot, bicycle or horse, including where possible new access to CROW access land;

157
158

c) Facilitate integration between different modes of travel, especially walking, cycling and public transport;

159
160

d) Provide parking in accordance with the relevant adopted standards (see also section on electric vehicle charging);

161
162

e) protect, maintain and improve existing infrastructure, including closing gaps or deficiencies in the network and connecting communities and facilities;

163
164

f) consider the needs of all users through inclusive design;

165
166

g) deter pavement parking;

167
168

h) Where appropriate, be accompanied by a Travel Plan that seeks to improve the accessibility of the developments by non-car modes, the implementation of which will be secured by planning condition or obligation; and

169

i) Avoid any adverse effect on dark skies, the amenity (see policy xx), the landscape character, historic environment, protected species or habitats.

170

3. Transport Assessments and Transport Statements

171
172
173
174

a) In appropriate cases, either a Transport Assessment (TA) or Transport Statement (TS) will be required to demonstrate that potential impact of development proposals on the highway and how those impacts might be mitigations. Mitigation can take the form of infrastructure improvements and/or travel planning.

175

176
177

4. All developments should demonstrate, where appropriate, that they have had regard to the following criteria:

178

a) Located where the use of sustainable transport modes maximised;

179
180

b) Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, car clubs, walking, wheeling and cycling links, cycle parking and integration with existing infrastructure;

181

182
183

c) Making allowance for low, ultra-low and zero emission vehicle refuelling/charging infrastructure.

184

Facilitating active travel⁴

185

5. Development proposals should facilitate active travel by incorporating measures suitable for the scheme from the design stage. Plans and evidence accompanying applications will

186

⁴ Active travel simply means making journeys in physically active ways - like walking, wheeling (using a wheelchair or mobility aid), cycling, or scootering.

187 demonstrate how the ability to travel by foot or cycle will be actively encouraged by the
188 delivery of well designed, safe and convenient access for all both into and through the site.
189 Priority should be given to the needs of pedestrians, cyclists, people with impaired mobility and
190 users of public transport by providing a network of high-quality pedestrian and cycle routes and
191 green corridors, linking to existing routes and public rights of way where opportunities exist,
192 that give easy access and permeability to adjacent areas.

- 193 6. Proposals will, where appropriate,
194 a) provide high quality attractive routes that are safe, direct, legible and pleasant and are
195 integrated into the wider network;
196 b) ensure the provision of appropriate information, including signposting and way-finding to
197 encourage the safe use of the network;
198 c) encourage the use of supporting facilities, especially along principle cycle routes; and
199 d) make provision for conveniently located and secure cycle parking facilities in new developments
200 (including private homes) and in areas with high visitor numbers across the Broads.

201 Electric Vehicle Charging Points

- 202 7. The provision of electric vehicle charging points is supported, subject to the design and location
203 being appropriate. To protect the dark skies of the Broads, any lighting associated with the
204 charging points needs to be highlighted as part of any application and be thoroughly justified
205 with policy DMxxx on dark skies being of relevance. See policy xxx for more detail.

206 Impact on public rights of way

- 207 8. When determining development proposals, the Authority will safeguard public rights of way
208 and ensure that future routes are not compromised. Development will not be acceptable where
209 it would result in the severance or loss of an existing public route.

210 Development adjacent to a waterway

- 211 9. New development adjacent to a waterway shall, where appropriate, facilitate pedestrian access
212 to, and along, the waterway by providing a safe and attractive waterside walkway and
213 pedestrian links between the waterside and other key pedestrian routes.

214 Development and its context

- 215 8. Proposals shall look beyond their planning application site boundary to see how they fit within
216 the context of travel and transport for the wider area. Proposals should respond to their wider
217 context by identifying key destinations for residents or site users beyond site boundaries.
218 Appropriate connection to these destinations should be considered and priority given to
219 walking and cycling routes with every opportunity taken to connect to existing walking and
220 cycling network.

221 Reasoned Justification

222 To maintain the tranquillity and special character of the Broads, the Authority will expect new
223 development to be of a scale and nature appropriate to the adjacent road network and the
224 character of the area. Where a development proposal could have an impact on a trunk road, it will

225 be assessed by Highways England in accordance with policies of the relevant Department for
226 Transport Circular⁵.

227 Traffic congestion is a problem in parts of the Broads. To minimise the impact of new development
228 on congestion, proposals should incorporate measures that enable the development to be accessed
229 by a choice of transport modes and that provide adequate levels of parking. Discussions will be had
230 with the relevant district and relevant county council about the parking standards to apply (some
231 districts have their own parking standards). See [Appendix J](#) for details of the standards in place at
232 the time of adopting this Local Plan.

233 **Transport Assessments and Transport Statements and Travel Plans**

234 Transport Assessments (TA) are comprehensive reports that consider potential impact of significant
235 developments on transport networks and recommend appropriate mitigation required to make the
236 development acceptable in transport terms. Mitigation can be of a form that enables walking,
237 wheeling and cycling, public transport, or finally road safety/capacity improvements. Travel
238 Planning is also used to promote modal shift and reduce impact of development.

239 Transport Statements (TS) are a less detailed alternative to TAs, usually with a smaller study area.
240 They have the same aim as TAs but used to consider impact and required mitigation of less
241 significant development proposals.

242 There will also be situations where the transport issues relating to a development proposal are
243 limited, and no formal assessment is necessary.

244 Norfolk and Suffolk County Councils may set thresholds for which a TA or TS are required. In
245 general, however, a Transport Statement (TS) is for development that has relatively small transport
246 implications, and a Transport Assessment (TA) is for development that has significant transport
247 implications. We will decide the appropriate level of assessment on a case by case basis, with regard
248 to:

- 249 • the scale of the proposed development and its potential for additional trip generation;
- 250 • existing intensity of transport use and the availability of public transport;
- 251 • proximity to nearby environmental designations or sensitive areas;
- 252 • impact on other priorities/strategies (such as promoting walking and cycling);
- 253 • the cumulative impacts of multiple developments within a particular area; and
- 254 • whether there are particular types of impacts around which to focus the Transport Assessment
255 or Statement (e.g. assessing traffic generated at peak times).

256 The need for and level of formal transport assessment will be determined in consultation between
257 the developer and the relevant authorities (Local Planning Authority, Local Highways Authority,
258 Local Transport Authority and [National Highways England](#)). See policy [SSROADS](#).

259 A Travel Plan should be submitted as part of any planning application where the proposed
260 development has significant transport implications. This should illustrate the accessibility of the site
261 by all modes of transport, indicate the probable modal split of journeys to and from the site, and
262 provide details of any proposed measures to improve access to the site by public transport, walking

⁵ currently 02/2013: THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT:
www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development

263 and cycling. Further guidance is available in the NPPG⁶ and from Norfolk⁷ and Suffolk⁸ County
264 Councils.

265 **EV Charging**

266 Building regulations have been updated to set requirements for electric vehicle charging points for
267 residential and non-residential schemes. The parking standards from Norfolk and Suffolk County
268 Council also refer to electric charging point standards. As such, no standard is set in this policy. The
269 policy does however refer to design and location and lighting and dark skies. Policy xxx relates to
270 electric vehicle charging points and the risk of fire and design and location.

271 **Active Travel**

272 Given the climate change emergency, the cost of fuel and concerns about the general health of the
273 nation, walking and cycling are modes of travel that address all of these issues. Active travel is
274 therefore a key consideration in this policy.

275 **Context of the site**

276 In terms of understanding the context of the site and looking outside of the red line of the planning
277 application, this relates to where people using the site will go to access services and facilities as well
278 as how people will get to the site. Additional to this, is how the site can help with access and travel
279 through to get to services and facilities and how the scheme can aid this rather than become an
280 obstacle. Schemes will need to show how they have identified routes to and from key services and
281 facilities.

282 Some considerations to meet this policy requirement include:

- 283 • Design major developments around a clear hierarchy of connected streets which are orientated
284 to address key pedestrian desire lines, promote permeability and create a legible environment.
- 285 • Use site layouts to link existing streets, paths and cycle routes in the wider area, and to create
286 new cycling and walking routes that connect local destinations.
- 287 • Make connections and through routes to adjoining land and highways, to improve permeability
288 and to avoid sterilising future sites for development.

289 **Inclusive Design**

290 Where the policy refers to inclusive design, in its widest interpretation, this means designing for
291 disabled people and the different modes of transport – inclusivity and integration.

292 Some considerations to meet this policy requirement include:

- 293 • Integrate seating, informal play and other functional features into the design of streets and
294 movement routes at all levels of the street hierarchy.
- 295 • Design local and tertiary streets as low-speed public realm following homezone/Woonerf street
296 principles to encourage outdoor play and social contact.

297 **Public Rights of Way**

298 Public Rights of Way provide opportunities to encourage walking, cycling and horse riding as safe
299 and attractive modes of transport within the Broads, whether for recreational or other purposes. As
300 valuable transport infrastructure, the Authority will afford them protection from development that

⁶ Travel Plan Guidance: www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

⁷ Norfolk Travel Plans: www.norfolk.gov.uk/roads-and-transport/alternative-ways-to-travel/travel-plans

⁸ Suffolk Travel Plans: www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans

301 is likely to prejudice their current or future use. In the context of the policy, Rights of Way include
302 CROW access land, bridleways, cycle ways, permissive paths, byways (and restricted byways) and
303 roads used as public paths and footpaths. The policy also seeks to safeguard potential future routes
304 from development (policy SSTRACKS identifies some potential routes).

305 Access to waterways

306 Improving and enhancing public access to the waterways is a key objective for the Authority. New
307 development adjacent to the waterway will be expected to facilitate pedestrian access to and along
308 the waterway, secured by legal obligation where required. This will be particularly appropriate in
309 the case of new residential, commercial and tourism related developments. Extensions and
310 changes of use of existing development may present opportunities to secure enhanced public
311 access, although this will be negotiated on a case-by-case basis, dependent on the nature of the site
312 and the adjoining network of public access. ~~The Safety by the Water policy (DM46) is relevant to~~
313 ~~such schemes.~~

314 Habitats Regulations

315 If a proposal is likely to result in increased vehicular movements and associated emissions that have
316 the potential to affect an internationally designated site, it will need to be considered in accordance
317 with the Conservation of Habitats and Species Regulations 2017 (the Habitats Directive) and a
318 project level Appropriate Assessment undertaken. So too will proposals that could increase
319 recreation access to sensitive designated sites. Development that could affect the integrity of a
320 European site would not be in accordance with Policy DM13 of the Local Plan.

321 Trunk Roads

322 Where a development proposal could have an impact on a trunk road, it will be assessed by
323 National Highways England in accordance with policies of the relevant Department for Transport
324 Circular⁹. Also see policy POSSROADS.

325 **Reasonable alternative options**

- 326 b) The original policy, with no amendments.
327 c) No policy

328 **Sustainability appraisal summary**

329 The three options (of the amended policy, the original policy and no policy) have been assessed in
330 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 7 ?
B: Keep original policy	5 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	7 positives. 0 negatives. 0 ? Overall, positive.

331 **How has the existing policy been used since adoption in May 2019?**

⁹ Currently 02/2013: THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT:
www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development

332 According to recent Annual Monitoring Reports, the policy has been used and applications have
333 been determined in accordance with the policy.

334 **Why has the alternative option been discounted?**

335 Given that transport accounts for a high proportion of carbon dioxide emissions, as well as the cost
336 of living and concerns about the health of the nation, the amended policy is favoured as it tries to
337 address these issues by promoting active travel and modes of transport other than single
338 occupancy car use.

339 **UN Sustainable Development Goals check**

340 This policy meets these [UN SD Goals](#):

3 GOOD HEALTH
AND WELL-BEING



13 CLIMATE
ACTION



341

Sustainability Appraisal

SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

Policy POSP8: Accessibility and Transport

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy	
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	+ Fundamentally, the policy is about travel and transport.	+ Fundamentally, the policy is about travel and transport.	
ENV2					
ENV3					
ENV4					
ENV5	?			+ The policy emphasises reducing the need to travel as well as modes of transport alternative to single occupancy car use.	
ENV6					
ENV7					
ENV8					
ENV9	?			+ Policy refers to the historic environment.	+ Policy refers to the historic environment.
ENV10					
ENV11					
ENV12					
SOC1	?			+ More sustainable modes of transport, which are addressed in the policy, can include walking and cycling which are active modes of travel.	+ More sustainable modes of transport, which are addressed in the policy, can include walking and cycling which are active modes of travel.
SOC2					
SOC3					
SOC4					
SOC5					
SOC6	?			+ Policy refers to location of development to reduce the need to travel to services and facilities.	
SOC7					
ECO1					
ECO2					
ECO3					

Policy POSP9: Recreational access around the Broads

		A: No policy	B: Preferred option: original policy	
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	+ Fundamentally, the policy is about travel and transport.	
ENV2				
ENV3			+ Policy refers to the natural environment.	
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9	?		+ Policy refers to the historic environment.	
ENV10				
ENV11				
ENV12				
SOC1	?			+ More sustainable modes of transport, which are addressed in the policy, can include walking and cycling which are active modes of travel.
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3	?		+ The policy will help visitors to the Broads get around with benefits to tourism industries and the local economy.	

Policy PODM23: Transport, highways and access

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	+ Fundamentally, the policy is about travel and transport.	+ Fundamentally, the policy is about travel and transport.
ENV2				
ENV3				
ENV4	?		+ Policy refers to landscape.	+ Policy refers to landscape.
ENV5	?			+ The policy emphasises reducing the need to travel as well as modes of transport alternative to single occupancy car use.
ENV6				
ENV7				
ENV8				
ENV9	?		+ Policy refers to the historic environment.	+ Policy refers to the historic environment.
ENV10				
ENV11	?		+ Policy refers to dark skies.	+ Policy refers to dark skies.
ENV12				
SOC1	?		+ More sustainable modes of transport, which are addressed in the policy, can include walking and cycling which are active modes of travel.	+ More sustainable modes of transport, which are addressed in the policy, can include walking and cycling which are active modes of travel.
SOC2				
SOC3				
SOC4				
SOC5				
SOC6	?			+ Policy refers to location of development to reduce the need to travel to services and facilities.
SOC7				
ECO1				
ECO2				
ECO3				



**Local Plan for the Broads - Review
Preferred Options bitesize pieces
September 2023**

POTTER HEIGHAM AREA

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

1 **Policy POPOT2: Waterside plots**

2 **Policy Map:** see [Potter Heigham Policy Map Revisions](#)

3 The rural and 'holiday' character of the area of waterside plots will be conserved.

4 a) Chalet plots

5 Existing waterside chalet plots will be protected from over-development and suburbanisation, while allowing
6 the maintenance and upgrading or appropriate replacement of existing buildings and boundary treatments
7 where this maintains the openness and the low key, lightweight, and sometimes whimsical forms of building
8 generally characteristic of the area and is consistent with policies on flood risk.

9 Particular care will be taken to:

- 10 i) retain or reinstate an open margin, clear of buildings, to the river frontage;
- 11 ii) retain open areas around and between buildings, and views and glimpses between the river and the land
12 behind the chalets;
- 13 iii) limit the height, bulk and extent of buildings to approximately their present levels, and generally to a
14 maximum of around (i) 70% of the plot width (excluding mooring basins coverage), and
15 (ii) plot coverage of 70%, subject to the particulars of the site and its surroundings;
- 16 iv) ~~encourage~~ seek the retention or provision of lawn, and flower or shrubbery planting;
- 17 v) exploit any opportunities to reduce flood risk through the development;
- 18 vi) provide biodiversity enhancements (see policy xx)
- 19 vii) reduce/address light pollution; and
- 20 viii) consider the implications of any proposed development on navigation and nature conservation.

21 Additional dwellings or holiday accommodation will not be permitted, nor will permission be granted for
22 permanent residential occupancy of holiday chalets.

23 b) Mooring plots

24 Development will not be permitted other than appropriate riverbank stabilisation and mooring
25 infrastructure, and the provision of small-scale storage lockers incidental to the mooring use of the plot.

26 c) Undeveloped plots

27 Development will not be permitted on undeveloped plots.

28 Constraints and features

- 29 • High flood risk – outside defences (zones 2 & 3 by EA mapping; zone 2, 3a/indicative 3b and parts
30 modelled 3b by SFRA 2017 mapping).
- 31 • Close to, and in places adjacent to, SAC, SPA, Ramsar site, SSSI.
- 32 • Parts close to Potter Heigham Bridge, which is both a Grade II* Listed Building and a Scheduled
33 Ancient Monument.
- 34 • [Dark skies zone 2.](#)

35 Reasoned Justification

36 This policy continues the general approach of the 1997 Local Plan. Proposals will need to meet the
37 requirements of policy DM22, as the area covered by this policy generally has very good to excellent dark
38 skies. The Mooring and Rivers Bank Stabilisation Design Guides¹ are of relevance.

39 [In terms of any proposals to replace the chalet's bungalows in this area, the Broads Authority Design Guide](#)
40 [will be of relevance. So too will the embodied carbon policy \(DMxx\) and the replacement dwellings policy](#)
41 [\(DMxx\).](#)

42 **Reasonable alternative options**

- 43 a) No policy
- 44 b) Original policy with no amendments

45 **Sustainability appraisal summary**

46 The options (of the preferred policy, original policy and no policy) have been assessed in the SA.
47 The following is a summary.

A: No policy	0 positives. 0 negatives. 5 ?
B: Preferred Option	5 positives. 0 negatives. 0 ? Overall, positive.
C: Original policy	5 positives. 0 negatives. 0 ? Overall, positive.

48 **How has the existing policy been used since adoption in May 2019?**

49 According to recent Annual Monitoring Reports, the policy has been used and applications have
50 been determined in accordance with the policy.

51 **Why has the alternative option been discounted?**

¹ [Broads planning guides \(broads-authority.gov.uk\)](https://broads-authority.gov.uk/broads-planning-guides)

52 The slight amendments to seek lawns and planting rather than encourage is favoured as it provides
53 a stronger policy stance. And the reference to biodiversity enhancements is also favoured to
54 provide for biodiversity in this area.

55 **Policy POT3: Green Bank Zones**

56 **Policy Map:** see [Potter Heigham Policy Map Revisions](#)

57 Development will not be permitted within the ‘green bank zones’ defined on the Adopted Policies Map, in
58 order to conserve the remaining openness and rural character of the area in the vicinity of the Thurne
59 waterside plots and chalets.

60 Constraints and features

- 61 • High flood risk – outside defences (zones 2 & 3 by EA mapping; zone 2, 3a/indicative 3b and parts
62 modelled 3b by SFRA 2017 mapping).
- 63 • Close to, and in places adjacent to, SAC, SPA, Ramsar site, SSSI.
- 64 • Parts close to Potter Heigham Bridge, which is both a Grade II* Listed Building and a Scheduled Ancient
65 Monument.

66 Reasoned Justification

67 Further spread of riverside plots would erode the landscape and special character of the locality, add to
68 flood risk, threaten water quality, and lead to further demand for car parking provision and utilities
69 infrastructure.

70 **Specific Question x:** Following sites visits to check the areas covered by POT2 and POT3 on site, some
71 changes to some areas are proposed. Please see [Potter Heigham Policy Map Revisions](#)

72 **Do you have any thoughts on the proposed changes?**

73 **Reasonable alternative options**

74 a) No policy

75 **Sustainability appraisal summary**

76 The options (of the preferred policy and no policy) have been assessed in the SA. The following is a
77 summary.

A: No policy	0 positives. 0 negatives. 3 ?
B: Preferred Option	3 positives. 0 negatives. 0 ? Overall, positive.

78 **How has the existing policy been used since adoption in May 2019?**

79 According to recent Annual Monitoring Reports, the policy has not been used.

80 **Why has the alternative option been discounted?**

81 The policy complements POT2 and so is preferred.

82 Sustainability Appraisal

83 SA objectives:

- 84 • ENV1: To reduce the adverse effects of traffic (on roads and water).
- 85 • ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to
86 use water efficiently.
- 87 • ENV3: To protect and enhance biodiversity and geodiversity.
- 88 • ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and
89 towns/villages.
- 90 • ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- 91 • ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and
92 coastal change.
- 93 • ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- 94 • ENV8: To minimise the production and impacts of waste through reducing what is wasted, and
95 re-using and recycling what is left.
- 96 • ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and
97 their settings
- 98 • ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable
99 and reflects local distinctiveness.
- 100 • ENV11: To improve air quality and minimise noise, vibration and light pollution.
- 101 • ENV12: To increase the proportion of energy generated through renewable/low carbon
102 processes without unacceptable adverse impacts to/on the Broads landscape
- 103 • SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- 104 • SOC2: To reduce poverty, inequality and social exclusion.
- 105 • SOC3: To improve education and skills including those related to local traditional industries.
- 106 • SOC4: To enable suitable stock of housing meeting local needs including affordability.
- 107 • SOC5: To maximise opportunities for new/ additional employment
- 108 • SOC6: To improve the quality, range and accessibility of community services and facilities and to
109 ensure new development is sustainability located with good access by means other than a
110 private car to a range of community services and facilities.
- 111 • SOC7: To build community identity, improve social welfare and reduce crime and anti-social
112 activity.
- 113 • ECO1: To support a flourishing and sustainable economy and improve economic performance in
114 rural areas.
- 115 • ECO2: To ensure the economy actively contributes to social and environmental well-being.
- 116 • ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy,
117 society and the environment.

Assessment of policy

Policy POPOT2: Waterside plots

		A: No policy	B: Preferred Option	C: Original Policy
ENV1				
ENV2				
ENV3	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	+ Reference to flowering plants would benefit biodiversity.	+ Reference to flowering plants would benefit biodiversity. Also there is reference to biodiversity enhancements.
ENV4	?		+ Fundamentally, the policy seeks to guide what can happen in this area to preserve and enhance character.	+ Fundamentally, the policy seeks to guide what can happen in this area to preserve and enhance character.
ENV5				
ENV6	?		+ Policy refers to flood risk.	+ Policy refers to flood risk.
ENV7				
ENV8				
ENV9				
ENV10	?		+ Policy generally influences design of the chalets/bungalows.	+ Policy generally influences design of the chalets/bungalows.
ENV11	?		+ Policy refers to light pollution.	+ Policy refers to light pollution.
ENV12				
SOC1				
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3				

Policy POT3: Green Bank Zones

		A: No policy	B: Preferred Option
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	
ENV2			
ENV3	?		+ By being undeveloped, biodiversity could benefit.
ENV4	?		+ Fundamentally, the policy seeks to guide what can happen in this area to preserve and enhance character.
ENV5			
ENV6	?		+ By being undeveloped, there is space for water.
ENV7			
ENV8			
ENV9			
ENV10			
ENV11			
ENV12			
SOC1			
SOC2			
SOC3			
SOC4			
SOC5			
SOC6			
SOC7			
ECO1			
ECO2			
ECO3			

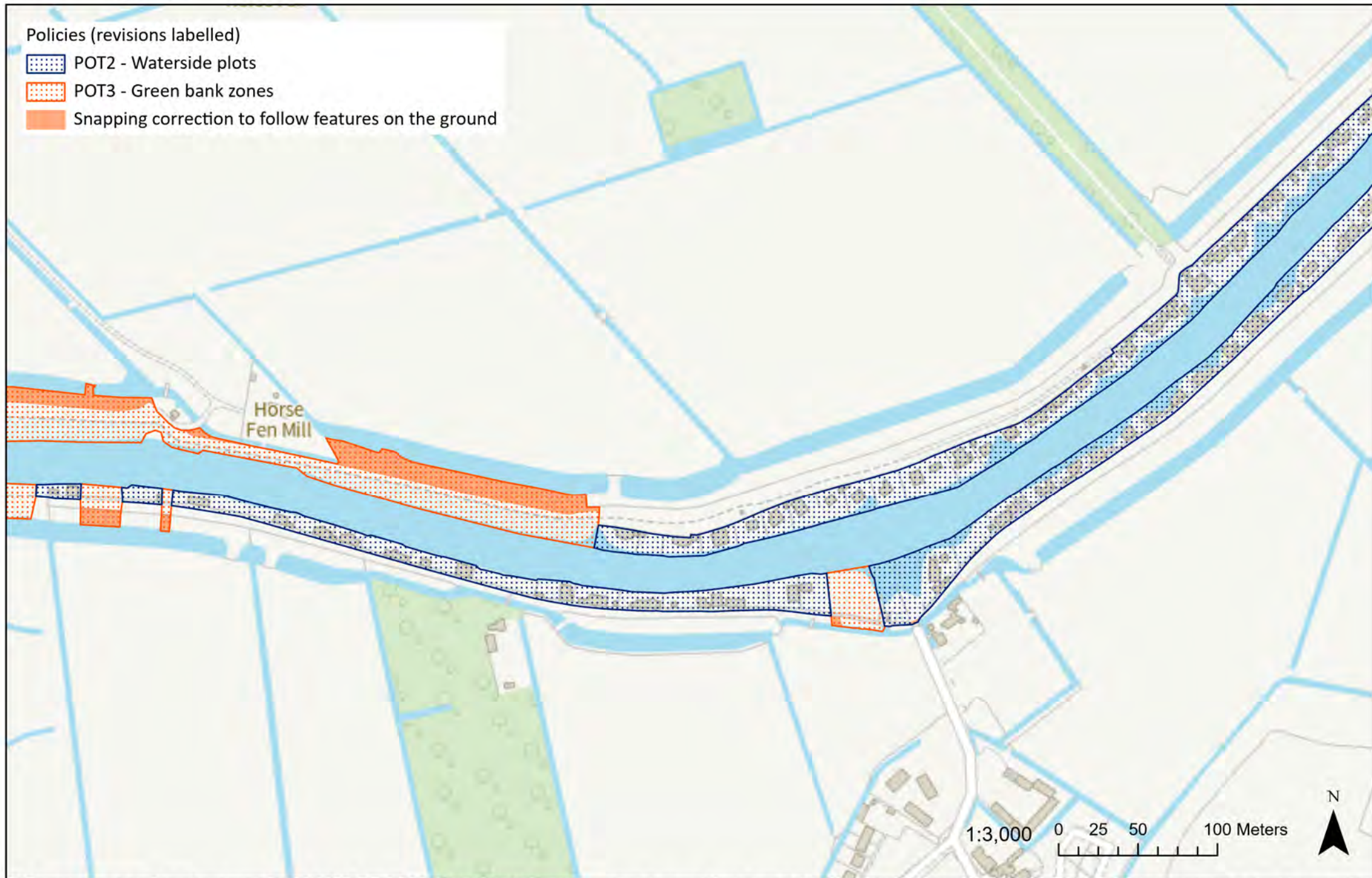
Appendix - Potter Heigham Policy Map Revisions

Potter Heigham

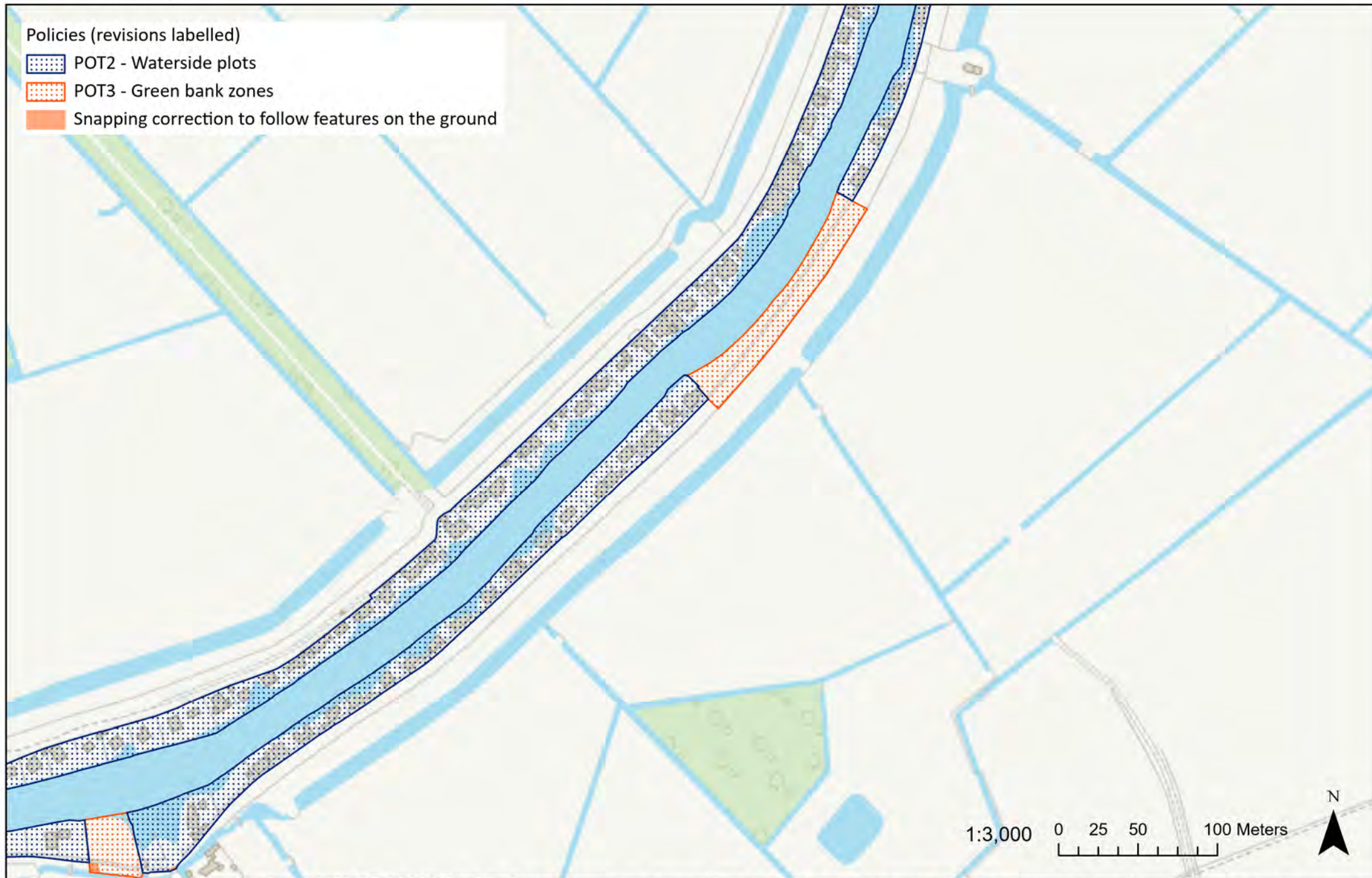


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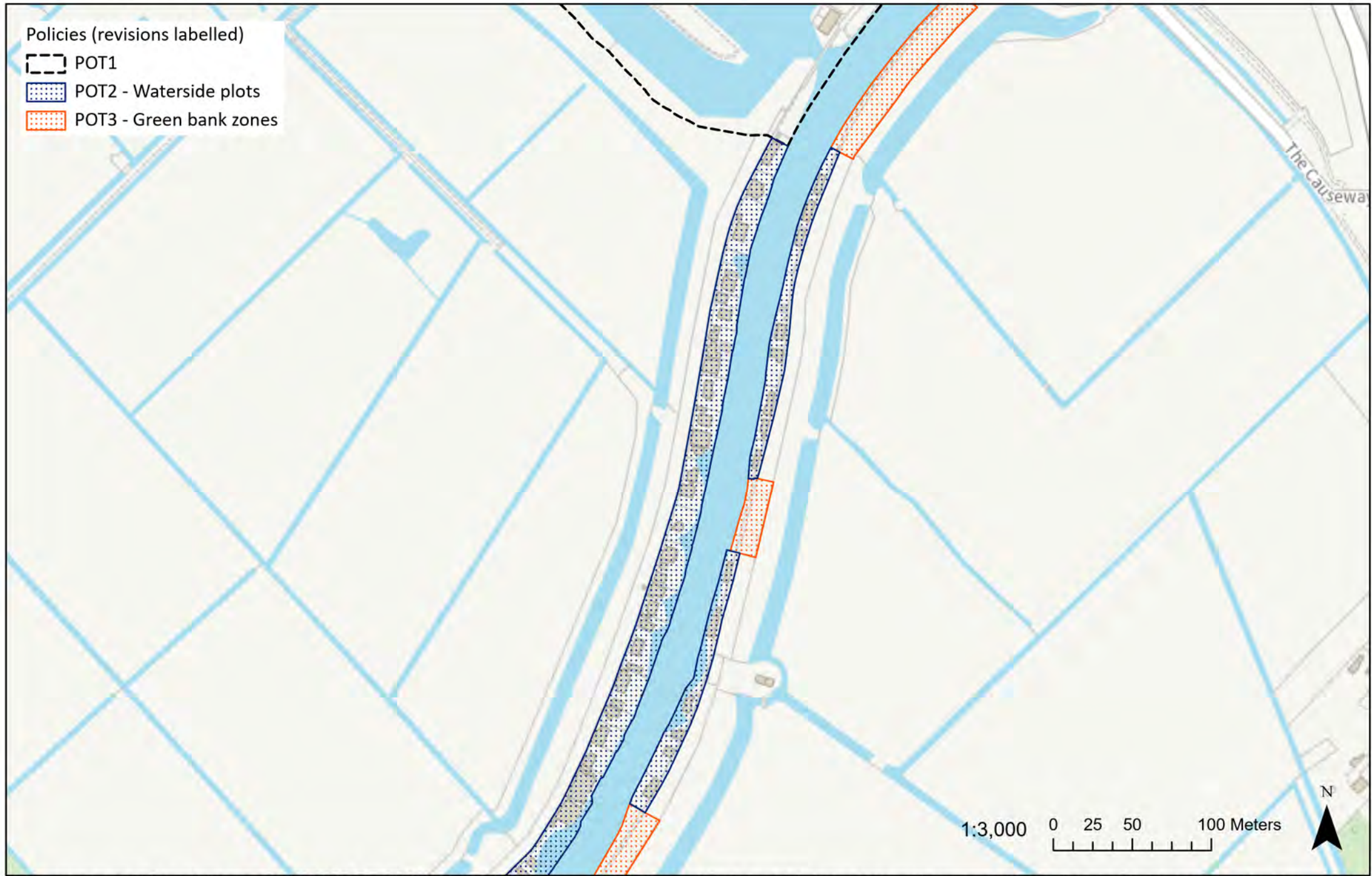
Potter Heigham



Potter Heigham



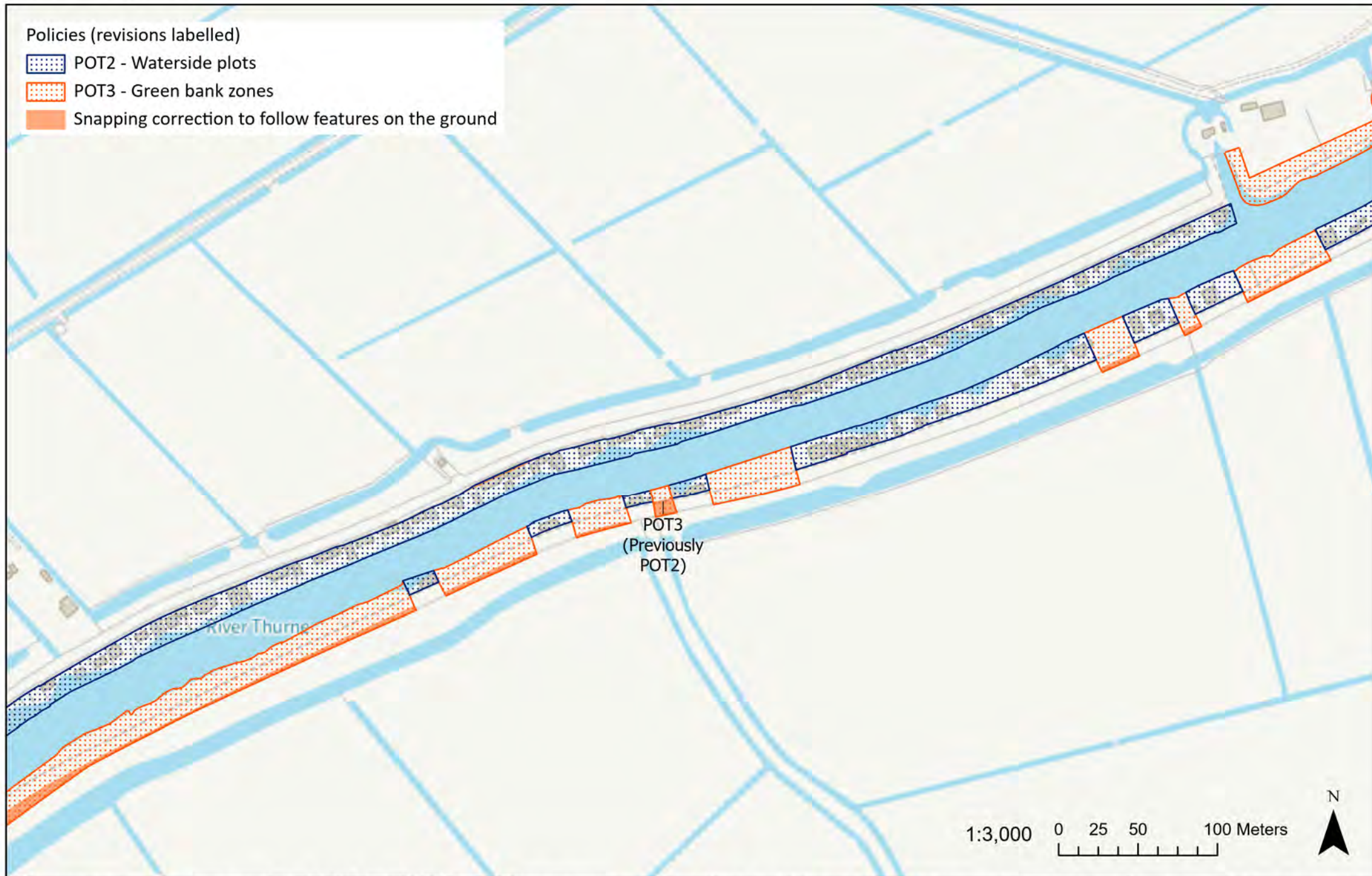
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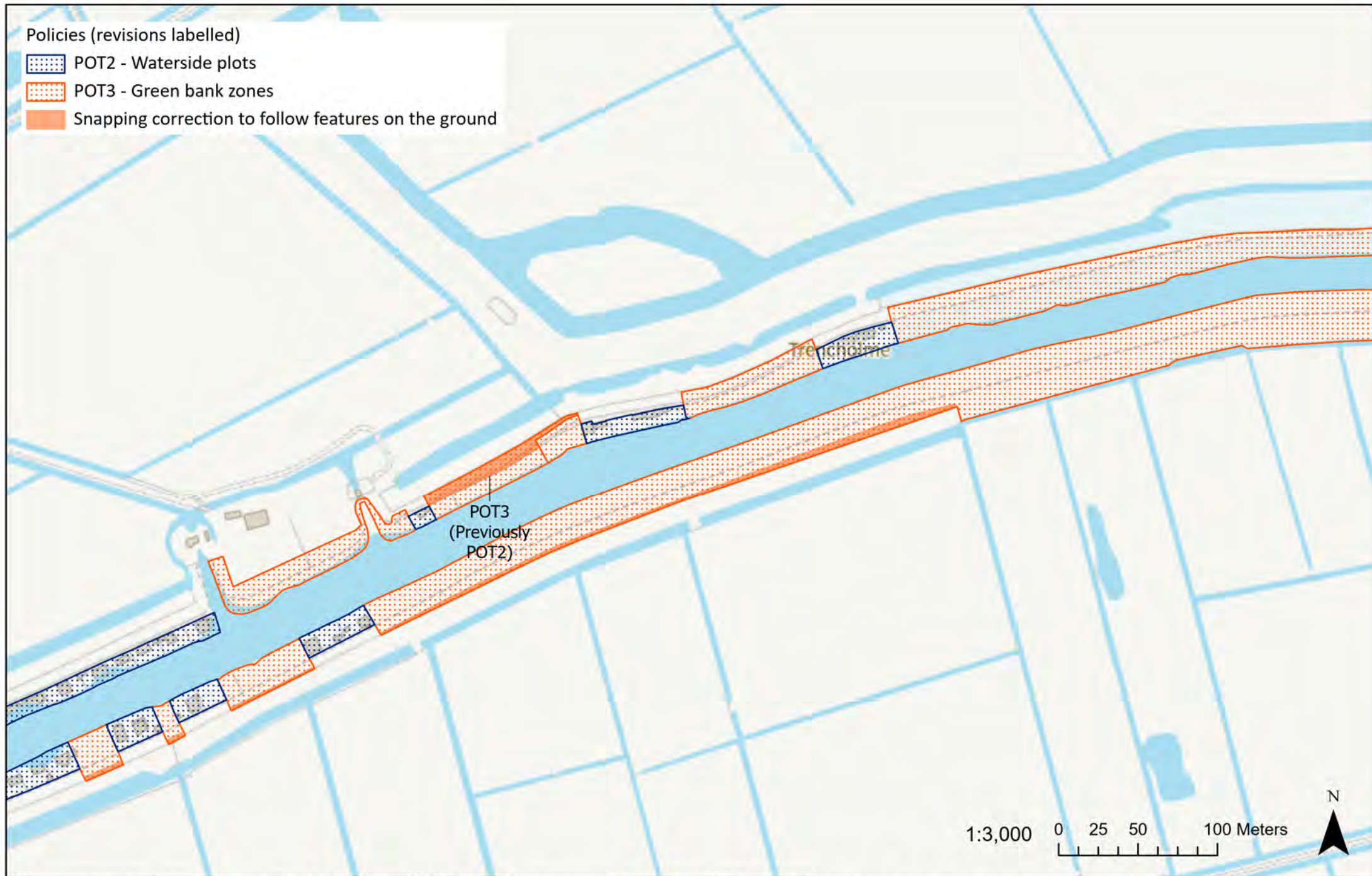
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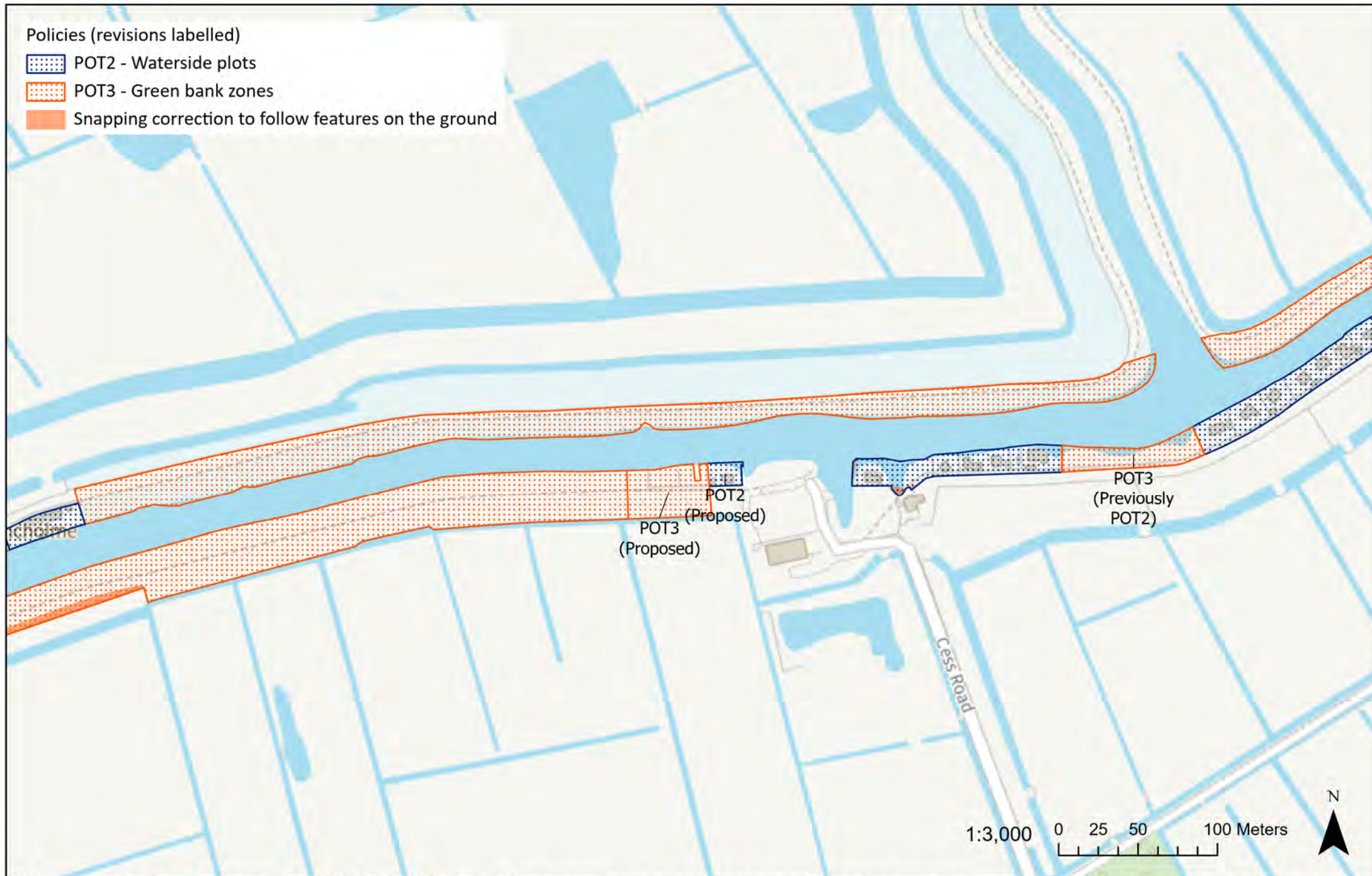
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