

# Planning Committee

## Agenda 15 September 2023

10.00am

Yare House, 62-64 Thorpe Road, Norwich NR1 1RY

John Packman, Chief Executive – Friday 08 September 2023

Under the Openness of Local Government Bodies Regulations (2014), filming, photographing and making an audio recording of public meetings is permitted. These activities however, must not disrupt the meeting. Further details can be found on the [Filming, photography and recording of public meetings](#) page.

### Introduction

1. To receive apologies for absence
2. To receive declarations of interest
3. **To receive and confirm the minutes of the Planning Committee meeting held on 18 August 2023** (Pages 3-20)
4. To note whether any items have been proposed as matters of urgent business
5. Chairman's announcements and introduction to public speaking  
Please note that public speaking is in operation in accordance with the Authority's [Code of Practice for members of the Planning Committee and officers](#).
6. Request to defer applications included in this agenda and/or vary the order of the agenda

### Planning and enforcement

7. **To consider applications for planning permission including matters for consideration of enforcement of planning control:**
  - 7.1. Enforcement – Ludham - Broadgate Bakery, Horsefen Road - unauthorised bakery (Pages 21-26)
8. **Enforcement update** (Pages 27-33)  
Report by Head of Planning

## Heritage

9. **Halvergate and Tunstall Conservation Area Appraisal** (Pages 34-105)  
Report by Historic Environment Manager

## Tree Preservation Orders

10. **Tree Preservation Order - Tealby, 78 Lower Street, Horning** (Pages 106-111)  
Report by Historic Environment Manager

## Policy

11. **Local Plan - Local Development Scheme** (Pages 112-114)  
Report by Planning Policy Officer
12. **Housing and Economic Land Availability Assessment** (Pages 115-260)  
Report by Planning Policy Officer
13. **Local Plan - Preferred Options - Bitesize pieces** (Pages 261-321)  
Report by Planning Policy Officer
14. **Changes to the Planning System for Local Plans - Government Consultation**  
(Pages 322-341)  
Report by Planning Policy Officer
15. **Department of Levelling Up, Housing and Communities - Consultation on proposed changes to permitted development rights** (Pages 342-352)  
Report by Head of Planning
16. **Consultation responses** (Pages 353-355)  
Report by Planning Policy Officer

## Matters for information

17. **Circular 28/83 Publication by Local Authorities of information about the handling of planning applications Q2 (1 April to 30 June 2023)** (Pages 356-362)  
Report by Planning Technical Support Officer
18. **Appeals to the Secretary of State update** (Pages 363-367)  
Report by Senior Planning Officer
19. **Decisions made by Officers under delegated powers** (Pages 368-371)  
Report by Senior Planning Officer
20. **To note the date of the next meeting – Friday 13 October 2023 at 10.00am at Yare House, 62-64 Thorpe Road, Norwich**

# Planning Committee

## Minutes of the meeting held on 18 August 2023

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## Present

Harry Blathwayt – in the Chair, Stephen Bolt, Bill Dickson, Tony Grayling, James Harvey, Martyn Hooton, Tim Jickells, Kevin Maguire, Keith Patience, Melanie Vigo di Gallidoro and Fran Whymark

## In attendance

Natalie Beal – Planning Policy Officer, Jason Brewster – Governance Officer, Nigel Catherall – Planning Officer, Jane Fox – Planning Officer, Cheryl Peel – Senior Planning Officer, Cally Smith – Head of Planning – in the Chair until item 3 and Sara Utting – Senior Governance Officer

## Members of the public in attendance who spoke

Margaret Shelley the agent and Paul Spriggins, Director, Tingdene Holiday Parks Ltd both for item 9(1) – applications BA/2023/0074, 0075 & 0076/FUL- Aldeby - Waveney River Centre.

Peter Reeve, General Manager, Brundall Gardens Marina for item 9(2) – application BA/2023/0015/FUL - Brundall Marina - Extension to create dry berths.

## 1. Apologies and welcome

The Chair welcomed everyone to the meeting.

**Apologies** were received from Leslie Mogford and Vic Thomson.

## Openness of Local Government Bodies Regulations 2014

The Chair explained that the meeting was being audio-recorded. All recordings remained the copyright of the Broads Authority and anyone wishing to receive a copy of the recording should contact the Governance Team. The minutes remained the record of the meeting. He added that the law permitted any person to film, record, photograph or use social media in order to report on the proceedings of public meetings of the Authority. This did not extend to live verbal commentary. The Chair needed to be informed if anyone intended to photograph, record or film so that any person under the age of 18 or members of the public not wishing to be filmed or photographed could be accommodated.

## 2. Appointment of Chair

Harry Blathwayt was proposed by Bill Dickson and seconded by Tim Jickells.

**Harry Blathwayt was appointed Chair.**

## 3. Appointment of Vice-Chair

Tim Jickells was proposed by Harry Blathwayt and seconded by Tony Grayling.

**Tim Jickells was appointed Vice-Chair.**

## 4. Declarations of interest and introductions

Members indicated that they had no further declarations of interest other than those already registered.



## 5. Minutes of last meeting

The minutes of the meeting held on 21 July 2023 were approved as a correct record and signed by the Chair.

## 6. Matters of urgent business

There were no items of urgent business

## 7. Chair's announcements and introduction to public speaking

The Chair stated that public speaking was in operation in accordance with the Authority's Code of Practice for members of the Planning Committee and officers. Those who wished to speak were invited to come to the Public Speaking desk when the application they wished to comment on was being presented.

The Chair welcomed new Members James Harvey, Martyn Hooton, Kevin Maguire and Keith Patience to the Planning Committee. He also introduced Jane Fox, who had recently joined the planning team as a Planning Officer.

## 8. Requests to defer applications and/or vary agenda order

No requests to defer or vary the order of the agenda had been received.

## 9. Applications for planning permission

The Committee considered the following applications submitted under the Town and Country Planning Act 1990 (also having regard to Human Rights), and reached the decisions set out below. Acting under its delegated powers, the Committee authorised the immediate implementation of the decisions.

The following minutes relate to additional matters of information or detailed matters of policy not already covered in the officer's report, which were given additional attention.

**(1) BA/2023/0074, 75 & 76/FUL - Aldeby - Waveney River Centre**

**BA/2023/0074/FUL Re-siting and re-design of eight holiday lodges and associated parking spaces and associated operational development. Creation of a landscaped area.**

**BA/2023/0075/FUL Provision of fifteen touring caravan/motor home/camping pitches (relocated from the central area of the River Centre), access and amenity area.**

**BA/2023/0076/FUL The siting of seven twin unit chalets (fourteen chalets) and associated parking spaces. Construction of new access road adjacent to the north-western boundary, to create one-way access arrangement. Extension and reconfiguration of existing car parking areas serving the River Centre and Marinas. Erection of new shower/toilet facilities. Removal of existing storage building and shower/toilet facilities.**

**Applicant: Tingdene Holiday Parks Ltd**

The Senior Planning Officer (SPO) provided a detailed presentation of the three applications associated with the Waveney River Centre. Application BA/2023/0074/FUL was related to a previous application, approved in 2007, that had granted 46 holiday lodges in total on the south-western edge of the site. BA/2023/0074/FUL proposed the re-siting and re-design of eight holiday lodges, associated parking spaces and associated operational development. Six of the new lodges were to be located at the western end of the access track in an area similar to the extant approval, while the remaining two would be further to the east on the south of the access track on an existing area of landscaping. This application included a new area of landscaping at the south-western end of the track beyond the six new lodges and the boundary with the neighbouring property, Old Staithe Cottage.

Application BA/2023/0075/FUL sought permission to create a camping area of 15 pitches, access and an amenity area including a toilet and shower block. This application would use land outside the existing site, on a field to the north of Burgh Road. This was a grassed area enclosed by hedges with tree belt along its northern boundary and the 15 pitches would be located along the southern boundary with vehicular access to Burgh Road approximately two-thirds along this boundary (travelling to the west).

Application BA/2023/0076/FUL related to the central area of the site and sought permission to reorganise this area by removing the storage building, existing shower block, all six camping pods, all seven yurts and the camping use (which was unrestricted and had been granted by a CLUED in February 1999). This application sought to replace the removed structures with seven twin unit chalets (fourteen chalets) and associated parking spaces, the construction of a new access road adjacent to the north western boundary to create a one-way access arrangement, the extension and reconfiguration of existing car parking areas serving the River Centre and marina and the erection of new shower/toilet facilities.

The presentation included a location map, a combined site map showing all 3 sites, an aerial photograph of the same, a detailed site map with the three sites marked, a detailed site map for each application, a map showing the previous 2006 site plan for the 8 lodges, the current proposal for the new lodges, various photographs of the sites, diagrams showing front, rear, side elevations and floorplans of the 3 styles of lodge, diagrams showing the front, rear and side elevations of the twin unit chalets and diagrams showing front, rear, side elevations and floorplan of the new W/C and shower block for the marina.

The SPO provided an assessment for each of the planning applications:

#### **BA/2023/0074/FUL assessment**

This application sought an amendment to an extant permission for eight holiday lodges by relocating them and updating their design and the principle of development was deemed acceptable. The design of the new lodges was modern and in keeping with the existing units and was deemed acceptable. As it was an extant permission there was no adverse impact on highways. There was no impact on ecology or flood risk; two of the new lodges would be located in Flood Zone 3 and their finished floor level had been raised so they would not flood during a design event.

The SPO concluded that the recommendation for BA/2023/0074/FUL was for approval subject to conditions detailed in section 8.1 of the report.

#### BA/2023/0075/FUL assessment

This application sought the relocation of the existing camping provision from the central area into a new location outside the existing site. This application had been submitted following pre-application discussions where the Local Planning Authority (LPA) for the Broads had indicated that their policies sought to maintain a variety of accommodation types from camping up to lodges and that it would be good to maintain camping at this site.

There was no objection from the Highway Authority following amendments to the visibility splays. The Authority's Tree Officer had confirmed he was content with the Arboricultural Impact Assessment (AIA) and its recommendations. The new access into what is currently a grassed field would involve the loss of 30m of priority hedge and the installation of hard surfacing and kerbing. The resulting development would have a disruptive effect on the strong sense of tranquillity associated with this remote location. In assessing the possible loss of camping at this site the SPO had identified various alternative providers within the surrounding Waveney valley and further afield at Geldeston, Oulton Broad and Lowestoft. In this case, it was considered that the benefits of provision of a lower cost accommodation type at the site were outweighed by their impact on the landscape. For this reason, the SPO concluded that the recommendation for BA/2023/0075/FUL was for refusal subject to the reasons detailed in section 8.2 of the report.

#### BA/2023/0076/FUL assessment

This application sought to remove some existing forms of accommodation and replace them with seven twin unit chalets (14 units) and simplify or "declutter" the central area of the site. An AIA and a Preliminary Ecological Appraisal had been submitted. It was acknowledged that there would be some loss of hedgerow and grassland and certain methods of construction had been conditioned to mitigate risk to existing tree roots. The new units would be located against the backdrop of the hedgerow and would be of a low profile design and the new shower block, a modest sized timber clad structure, would be situated against a backdrop of trees. The design and location of these new facilities would not be conspicuous from public vantage points and was considered to be in accordance with Policy DM16 of the Local Plan for the Broads. A Transport Statement had been submitted and the Highways Authority had confirmed there was no objection in terms of highway safety. All the new units would be located outside Flood Zone 3 and the Environment Agency had no objection.

The SPO concluded that the recommendation for BA/2023/0074/FUL was for approval subject to conditions detailed in section 8.3 of the report.

In response to a question the SPO confirmed that passing places had been installed on Burgh Road as a condition of a previous application, and, as there was no proposed increase in the number of units available, there would be no increase in traffic to that previously anticipated for.

A Member asked whether the Authority's pre-application advice had encouraged the BA/2023/0075/FUL application. The SPO responded that the Reasoned Justification for Policy DM29 sought, where appropriate, a variety of accommodation types from camping upwards. For this reason, when the applicant proposed the loss of camping from the existing site's central area the Authority had asked whether an element of camping could be retained, and the applicant's response was the application BA/2023/0075/FUL.

The Member asked whether there were other camping facilities within the area. The SPO indicated that there were a number of offerings along the Waveney valley; The Wildings, Glamp at the Priory, Feather Down College Farm and, further upstream, The Three Rivers at Geldeston.

A number of Members enquired about the impact of the existing unrestricted camping on traffic and number of units available. The SPO clarified that the Certificate of Lawful Use that currently permitted unrestricted camping within the existing site would be superseded by BA/2023/0076/FUL and negated in any case by the condition requiring "No camping in the open amenity area..."; the current 14 touring/camping pitches and unlimited camping would be replaced on the new site by the 15 new touring/camping pitches.

A Member enquired whether there were any landscape proposals to mitigate for the loss of the field associated with the 15 camping/touring pitches. The SPO indicated that a detailed landscaping scheme had been conditioned for BA/2023/0076/FUL and Members, if they were minded to approve BA/2023/0075/FUL, could condition a similar scheme for that application.

Margaret Shelley provided a statement in support of the three applications, commenting that Tingdene Holiday Parks purchased the Waveney River Centre, a long standing established tourism facility in the southern Broads, in 2021. The Waveney River Centre provided land based accommodation and, with its direct river frontage, recreational and permanent moorings on the River Waveney. Tingdene played a significant role in the local economy, having invested £34 million in the Broads with a further £5 million planned for the Waveney River Centre. This investment sought to improve the overall quality of the visitor experience and had resulted in the 3 planning applications before the Committee.

Ms Shelley addressed the relocation of the camping and touring pitches (BA/2023/0075/FUL), highlighting that their previous location would now be open space and that the new location ensured the diversity of tourism accommodation on offer. The resulting 15 pitches would not increase the available accommodation and, given that their previous location had unrestricted camping use, it would probably reduce the number available.

Ms Shelley drew Member's attention to Local Plan for the Broads Policy DM29 part a) that stated "New tourism and recreational development (including holiday accommodation) will be permitted where it is closely associated with an existing visitor attraction/tourism site...". Ms Shelley asserted that the Waveney River Centre was an established tourism site and that the application site, which immediately adjoined the River Centre and would re-use existing access links, was therefore closely associated with it.

Ms Shelley indicated that following consultation with the Norfolk County Council Highway Authority, the visibility splays had been reduced considerably enabling the re-use of an existing gap in the hedgerow with the loss of just one tree, some crown lifting and trimming back and avoiding the wider scale removal of the hedgerow. The Highway Authority had stipulated no left turn when exiting the site to avoid touring caravans travelling along Staithe Road and avoiding conflict at an existing 5 point junction with Church Lane.

Ms Shelley believed the application site, with its existing tree belt on the northern boundary and existing hedgerow, was well secluded with limited views to the wider landscape especially during the summer when this site would be used for seasonal touring and caravanning.

A detailed landscaping scheme would be proposed that could be conditioned; it had not been submitted previously due to the uncertainty associated with the Highway Authority's response to the application.

Ms Shelley made reference to the National Planning Policy Framework (NPPF) and in particular paragraph 84 that supported the creation and expansion of tourism development within the countryside as a sustainable means of the growing and diversifying the rural economy, and paragraph 85 that indicated that supporting the rural economy may include allowing development outside of development boundaries where it was appropriate to do so.

The Waveney River Centre was one of very few sites on the southern Broads that had direct access to the river and provided a range of accommodation for both land and water based visitors. It was an asset to Broads tourism that required enhancing and upgrading and needed to retain the diversity of its accommodation offering.

Ms Shelley did not agree that the proposal would have a cumulative impact on the landscape as there would be no additional tourism provided. This application involved the revamping and relocating of existing facilities to provide a better, less cluttered and safer environment for all visitors.

Ms Shelley believed the SPO had provided a comprehensive report on the other two applications and had nothing further to add. With regard to the existing camping offerings within the locality, Ms Shelley commented that the Three Rivers Pitch and Paddle at Geldeston had no direct river frontage. She concluded by hoping that Members would approve all three applications.

A Member enquired about how many camping pitches could currently be supported by the existing site. Ms Shelley responded that the previous owner had on occasion utilised the full extent of the open space to provide camping resulting in quite a lot of additional visitors.

Members noted that the new touring/camping pitches were located along the south-west boundary of the field and asked how the applicant proposed to utilise the remainder of the field. Ms Shelley indicated that the field would be used as an amenity for visitors and for ecological mitigation and an ecological assessment had been produced detailing how to manage this area for Biodiversity Net Gain. In response to a question Ms Shelley confirmed that the field up to the north and east boundaries was wholly owned by the applicant.

Members asked for clarification regarding a possible increase in light pollution. It was noted that a condition on BA/2023/0074/FUL was “No additional lighting without permission”. Mr Paul Spriggins confirmed that the low-level lighting associated with the existing touring/camping pitches would be relocated to the southern boundary of the new site, along the hedge demarcating the new touring/camping pitches.

Members welcomed the improvements associated with the new accommodation, the new more open layout of the existing site and the removal of the unrestricted camping on the existing site. A couple of Members indicated that they were familiar with the River Centre and recognised the need for improvements to long serving facilities and the ability to access the facilities from both land and river.

Members were conflicted over relocating the touring/camping pitches to their new location. Members acknowledged that this would be an intrusion into the landscape and were concerned about future development taking over the whole field. However, Members believed the field was well screened and that the remaining field offered potential for biodiversity improvements which could be achieved by conditioning which in turn could restrict, if not eliminate, future development.

The Head of Planning added that previous applications had needed to address conditions required by the Highway Authority and, if future applications resulted in additional vehicle movements, it was expected that the Highway Authority would raise objections.

A Member expressed concern that Suffolk Wildlife Trust had not provided a consultation response and was disappointed that officers could not confirm if they had been consulted. She was concerned that these developments would have a negative impact on Peto’s Marsh on the opposite side of the river to the site. Another Member responded that this development moved possible impacts further from Peto’s Marsh by reducing the density of accommodation nearest to the river and moving the camping pitches further to the west.

**BA/2023/0074/FUL vote**

Tim Jickells proposed to approve BA/2023/0074/FUL subject to conditions, seconded by Bill Dickson and

**It was resolved unanimously that planning application BA/2023/0074/FUL was approved subject to the following conditions:**

- **Time Limit**
- **In accordance with specified plans**
- **Occupation restriction to holiday accommodation**
- **No additional lighting without permission**

**BA/2023/0075/FUL vote**

A Member indicated that they believed that the landscape impacts associated with the relocated camping and touring pitches could be compensated for, using conditions, by

promoting a net gain in biodiversity. For this reason, they proposed that this application be approved subject to conditions, thereby proposing to overturn the officer recommendation.

The Senior Governance Officer (SGO) drew the Member's attention to section 7.4 of the [Code of Practice for members of the Planning Committee](#), that requires the reasons for a contrary decision to the officer recommendation to be clearly stated before a vote is taken. In addition, the officer should have the opportunity to explain the implications of the contrary decision.

The Member acknowledged the previous considerations associated with Policy DM29 (Sustainable tourism and recreation development) and given the value of the Waveney River Centre as an important and established facility to the Broads proposed to mitigate the impacts associated with Policy DM16 (Development and Landscape) described in the report by conditioning exemplary biodiversity enhancements and landscaping scheme to provide adequate compensation.

The HoP confirmed that improving tourism by providing low cost accommodation, additional biodiversity, improving facilities and promoting local business and the southern Broads were all valid material considerations and could be used to counter balance the landscape protection.

The HoP explained that an implication of accepting this application was that it could set a precedent whereby other sites might choose to move their existing camping pitches to adjacent sites. By acknowledging that this was an exceptional case and stipulating the implementation of adequate compensatory measures in regard to the impact on the landscape, the HoP believed that Members had reduced the likelihood of this approval setting a precedent.

The SGO, as the Monitoring Officer's representative, confirmed that the process as per section 7.4 of the [Code of Practice for members of the Planning Committee](#) had been correctly followed.

Stephen Bolt proposed, seconded by Martyn Hooton, that BA/2023/0075/FUL be approved subject to the same conditions as stated in 8.3 of the report with the exception of "No camping in the open amenity area as shown on the plans" and the replacement of "Notwithstanding the approved plans, no additional lighting without permission" with "A lighting plan".

**It was resolved by 9 votes in favour and 2 abstentions that planning application BA/2023/0075/FUL was approved subject to the following conditions:**

- **Time Limit**
- **In accordance with specified plans**
- **Highways conditions**
- **Biodiversity enhancements**
- **In accordance with AIA**

- **Occupation restriction to holiday accommodation.**
- **Landscaping scheme.**
- **In accordance with FRA and Flood Evacuation Plan**
- **A lighting plan.**

BA/2023/0076/FUL vote

Tim Jickells proposed to approve BA/2023/0076/FUL subject to conditions, seconded by Melanie Vigo di Gallidoro and

**It was resolved unanimously that planning application BA/2023/0076/FUL was approved subject to the following conditions:**

- **Time Limit**
- **In accordance with specified plans**
- **Highways conditions**
- **Biodiversity enhancements**
- **In accordance with AIA**
- **Occupation restriction to holiday accommodation.**
- **Landscaping scheme**
- **No camping in the open amenity area as shown on the plans.**
- **In accordance with FRA and Flood Evacuation Plan**
- **Notwithstanding the approved plans, no additional lighting without permission.**

**(2) BA/2023/0015/FUL - Brundall Marina - Extension to create dry berths**

**Extension to existing boatyard to provide dry berths for boats and provision of hardstanding and car parking**

**Applicant: Mr Samuel Dacre**

The Planning Officer (PO) provided a detailed presentation of the application for an extension to existing boatyard to provide dry berths for boats and provision of hardstanding and car parking. The site was located opposite to Brundall Gardens Marina and would be an extension to this boatyard, with both locations accessed from West Lane, Brundall.

The presentation included a location map, a site map, an aerial photograph of the site, various photographs from locations overlooking the site at different times of year, a detailed site plan, aerial photographs depicting the growth of the Brundall Parish Allotments and Brundall Countryside Park (to the north of the railway line), a landscape plan of the site and additional landscape plan for land to the west of West Lane near its junction with Postwick Lane.



The PO explained that this application had been deferred from Planning Committee meeting on 31 March 2023 due to a late objection from Natural England (NE). The applicant had since provided a Construction and Environmental Management Plan, Flood Risk Assessment and Drainage Strategy which had been reviewed by NE and considered acceptable.

Since the report was published the PO had received an updated consultation response from the Authority's Landscape Architect raising the following concerns with the landscaping scheme:

- The tree and other plant sizes had been reduced and spacings increased.
- No trees were shown in the north-east and south-west corners where the meadow mix was located.
- The plan should have shown dimensions for the width of the planting areas and the spacings between specimen trees.
- The planting proposed to the east of the site was not shown on the revised plan.

In addition to the representations in the report the PO had also received a further comment asking "Do we need more boats in the Broads and even less grass land to soak up the CO2?".

The PO provided the assessment by indicating that the proposal was considered to be in kind with the existing marina business which provided mooring berths and some areas of dry boat storage and the proposal was considered acceptable in principle.

In terms of ecology no objection had been raised to the proposal subject to the mitigation and enhancements to be secured by planning condition.

A Habitat Regulations Assessment (HRA) had been performed and concluded that there would be no significant impacts on sites or species and this position had been accepted by NE. The site was over 140 metres from the nearest residential properties and it was considered that there would be no undue impact on residential amenity.

The Highways Authority had considered the proposal and raised no objection, considering it very unlikely that traffic to and from the site would increase appreciably by this proposal. They also noted that the railway bridge on West Lane made access by large vehicles or high boats impossible.

Regarding flood risk the proposed development would not impede flood waters or have an impact on flood storage capacity at the site and the proposed Drainage Strategy had been considered acceptable.

In terms of landscaping impact Brundall Parish Council had raised concerns regarding impacts to the Brundall Parish Allotments and nearby areas and the Authority's Landscape Architect had raised an issue with the amount of planting and the specimen sizes at the time of planting. The PO used aerial photographs to show the establishment of planting associated with the relatively new Brundall Parish Allotments and Brundall Countryside Park drawing attention to planting along their southern borders nearest the site. The PO then used photographs taken from points within Brundall Parish Allotments and Brundall Countryside

Park in spring and summer to demonstrate how effective the existing established planting and parts of the southern hedge boundary were at screening the site. The PO indicated that the proposed landscaping plan would complement and enhance what had already been established at the allotments and country park to the north of the site and would soften the appearance of the site within the landscape. Some views of stored boats would be possible however the site was adjacent to an established boat business and the presence of boats moderated by the landscaping scheme would not have an unacceptable impact on the surrounding landscape. The reduced specimen size of plants would mean their benefit would not be immediate however they would still prove effective given the established planting associated with the allotments and country park.

An additional area of planting was proposed for additional biodiversity enhancements on land owned by the applicant to the west of West Lane at its junction with Postwick Lane.

The PO concluded that the proposed development would not have an adverse impact on either landscape character or appearance, ecology and designated sites, highways or flood risk and there would be no undue impact on the amenity of neighbouring residents. The proposal was considered to be in accordance with Policies DM5, DM6, DM13, DM16, DM21, DM23, DM25 of the Local Plan for the Broads, along with the National Planning Policy Framework. The recommendation was to approve this application subject to conditions detailed in section 8.1 of the report.

A Member asked whether the large lighting columns in the original application for the Planning Committee on the 31 March 2023 were still present in this application. The PO responded that all lighting had been removed from the proposal.

In response to a question the PO confirmed that the applicant provided and maintained the concessionary footpath that ran along the northern boundary of the site.

A Member enquired whether the majority of boats to be stored would be removed from the river or would arrive via road. Mr Peter Reeve responded that the railway bridge over West Lane had a maximum height of 10 feet and this restricted the size of boats that could be delivered by road and as such they expected most boats to arrive and depart by water.

Members were keen to better understand the business model behind this application. Mr Reeve confirmed that this was a natural progression to their existing business and reflected the increasing demand for dry berthing of boats driven by a shortage of moorings. He added that removing boats from the water that were not being used regularly reduced their maintenance and mooring costs and indicated that some boats were expected to be stored for 2-3 years.

Tim Jickells proposed, seconded by Stephen Bolt and

**It was resolved unanimously to approve the application subject to the following conditions:**

- i. Standard time limit**
- ii. In accordance with approved plans**

- iii. Details of proposed surfacing
- iv. Details of landscape management plan
- v. Details of tree protection
- vi. Details of any proposed signage - position, size, and design
- vii. Timing of landscape planting and replacement where necessitated
- viii. No trees on site to be topped, lopped, uprooted, felled or in any other way destroyed
- ix. All mitigation measures should be followed from the Flood Risk Assessment and Construction and Environmental Management Plan
- x. Mitigation measures in 5.3.2. of the Ecological Report should be followed for mammals, birds and reptiles
- xi. The management of the planting proposed should follow all guidance set out in sections 7.1.1, 7.1.2 and 7.2 of the Flood Risk Assessment
- xii. The SuDS maintenance and operations plan as required under Section 7 of the Flood Risk Assessment
- xiii. Provision of 5 x bat boxes and 5 x bird boxes
- xiv. No external lighting
- xv. Storage of boats only, no operational works of repair or maintenance
- xvi. Stored boats must be stored with masts dropped

The Committee adjourned at 12:10pm and reconvened at 12:20pm.

Keith Patience left the meeting.

## 10. Enforcement update

Members received an update report from the Head of Planning (HoP) on enforcement matters previously referred to the Committee. Further updates were provided at the meeting for:

**Land at the Beauchamp Arms (Unauthorised static caravans):** The HoP introduced this item by providing a brief history of this matter for the benefit of new Members. At the recent court hearing the HoP confirmed that the operators pleaded 'not guilty' and chose to have their case tried in the Crown Court. The HoP explained that a Crown Court trial would prove more costly to the Authority (and operators) and no limits would be imposed on possible sentencing and fines. The HoP indicated that, if the prosecution was successful, the Authority would consider applying for a Confiscation Order, under the Proceeds of Crime Act 2002, to recover the financial benefit obtained through this unauthorised development. The next hearing was scheduled for 6 September 2023 at Norwich Crown Court.

## 11. Trowse Neighbourhood Plan – Agreeing to consult

The Planning Policy Officer (PPO) introduced the report, which sought agreement for public consultation to go ahead on the Trowse Neighbourhood Plan.

Melanie Vigo di Gallidoro proposed, seconded by Tim Jickells, and

**It was resolved unanimously to endorse the Hemsby Neighbourhood Plan, Regulation 16 version for consultation.**

## 12. Postwick with Witton Neighbourhood Plan – Area designation consultation

The Planning Policy Officer (PPO) introduced the report, which detailed the application by Postwick with Witton Parish Council to become a neighbourhood area.

Stephen Bolt proposed, seconded by Martyn Hooton, and

**It was resolved unanimously to the designation of Postwick with Witton as a neighbourhood area.**

## 13. Coastal Adaptation SPD Adoption

The Planning Policy Officer (PPO) introduced the report, which provided the Coastal Adaptation Supplementary Planning Document (SPD), the associated consultation responses and the supporting Strategic Environmental Assessment, Habitat Regulations Assessment and Equality Impact Assessment. The SPD had been produced by East Suffolk Council, Great Yarmouth Borough Council, North Norfolk District Council and Broads Authority Planning Policy Teams as well as Coastal Partnership East Officers.

The PPO explained that the SPD was being reviewed by the associated Planning Committees of the 4 partner Local Planning Authorities prior to them adopting the SPD.

Tim Jickells proposed, seconded by Tony Grayling and

**It was resolved unanimously to:**

- **To endorse the Coast Adaptation SPD and recommend that the Broads Authority adopts the SPD.**
- **To authorise the Head of Planning, in consultation with the Chair of the Planning Committee, to make any presentational or typographical amendments to the Coastal Adaptation SPD prior to it being published.**

## 14. Consultation responses

The Planning Policy Officer (PPO) introduced the report, which documented the response to a consultation on the Thorpe St Andrew Neighbourhood Plan prepared by Thorpe St Andrew Town Council.

The PPO indicated that along with comments seeking clarification on a number of points she had raised two objections:

Policy 1 of the Neighbourhood Plan proposes that ‘Development should minimise the disruption of habitats and seek to conserve and enhance existing environmentally important...’ which was at odds with National Planning Policy Framework (NPPF) guidelines that propose ‘to protect and enhance our natural built and historic environment’.

Policy 8 of the Neighbourhood Plan proposed a weaker stance regarding the protection of the historic environment than the equivalent Local Plan for the Broads Policy SP5 (Historic Environment) and which would contravene NPPF guidelines.

A Member questioned the proposed amendment to Policy 2 to include sustainable and traditional materials as they believed this would restrain innovative design. The PPO responded that this change was not intended to stifle innovation but rather to strengthen design within a protected landscape. The Head of Planning added that Policy 2 required the use of “contextually appropriate high quality materials” which provided scope to use a range of materials to reflect the local landscape character.

Tony Grayling proposed, seconded by Bill Dickson and

**It was resolved unanimously to endorse the nature of the proposed response.**

## 15. Horning Knackers Wood Water Recycling Centre - Joint Position Statement update

The Planning Policy Officer (PPO) introduced the report, which provided an update on the Joint Position Statement (JPS) associated with the Knackers Wood Water Recycling Centre (WRC) at Horning. The PPO explained that any development within Horning that would result in an increase in foul water had been prohibited since 2016. This situation stemmed from the inability of the Knackers Wood WRC to cope with extreme events arising from river and/or surface water flooding. Since the original JPS was created between North Norfolk District Council (NNDC), Environment Agency (EA), Broads Authority and Anglian Water (AW) in 2017 AW had continued to investigate the cause of the problem. They had now concluded that river flooding and groundwater infiltration due to the porous soil conditions were the underlying cause of the WRC being unable to meet the foul water flows permitted by the EA licence. The PPO indicated that AW had withdrawn from the previous JPS as most of the problems were beyond their remit; The solution to the river flooding problems involved assets outside AW ownership, there was no immediate engineering solution to effectively mitigate the impact of excess surface water ingress and water industry regulations prohibited AW from entirely funding solutions.

The PPO confirmed that the updated JPS between NNDC, EA and the Authority continued to prohibit the same development as previously stated.

A Member asked, given recent negative media coverage regarding the UK water industry, whether the AW Statement of Fact could be taken at face value. The PPO indicated that AW

had taken remedial action to infrastructure within Horning, both theirs and privately owned, and there was nothing to suggest that the information supplied was not reliable.

Stephen Bolt proposed, seconded by Martyn Hooton, and

**It was resolved unanimously to endorse the updated Horning Knackers Wood Water Recycling Centre - Joint Position Statement.**

To benefit from the maximum number of Members in attendance to participate in the associated vote it was agreed to take item 17 at this point.

## 16. Local Plan - Preferred Options (bitesize pieces)

The Planning Policy Officer (PPO) presented the report which detailed twelve new or amended policy areas that were proposed to form part of the Preferred Options version of the Local Plan. The PPO proposed to discuss each section of the report in turn and welcomed Members' feedback.

### EV charging points design

This new policy had been revisited and updated to ensure that the design and lighting of EV charging points was considered.

### Policy DIL 1: Dilham Marina (Tyler's Cut Moorings)

This policy had been updated to clarify some of the content.

### Landscape character

A number of policies associated with this policy area had been updated.

Policy SP7 (Landscape character) had been updated to include seascape and to better reflect its strategic nature and importance to the Broads as equivalent to a National Park.

Policy DM16 (Development and landscape) had been strengthened, some wordings made clearer and to acknowledge that the East of England was an area of water stress and for landscape schemes to consider this accordingly.

### Policy DM37: New residential moorings

As well as some clarifications, this policy had been updated to reference cycle parking, dark skies and cabinet storage. The need for a Flood Risk Assessment had also been emphasised.

There was a discussion on the Residential Moorings needs assessment and the PPO confirmed that the figure stated in DM37 had been produced using the same methodology as previously and that the result of the associated call for sites would be presented at a future Planning Committee.

### Policy DM39: Residential ancillary accommodation

The possible mitigation to ensure Nutrient Neutrality had been included in this policy.

#### Policy DM40: Replacement dwellings

A need to encourage/promote the re-use or adaptation of buildings before their demolition on the grounds of reducing carbon emissions had been introduced to this policy. The PPO confirmed that replacement dwellings were not the same as displaced dwellings.

#### Policy GTY1: Marina Quays (Port of Yarmouth Marina)

The PPO explained that this development had not yet been built however this policy would continue to be maintained to ensure it was up-to-date. Biodiversity Net Gain (BNG) and Green Infrastructure and Recreational impact Avoidance and Mitigation Strategy (GI RAMS) had been included in the policy.

#### Policy HOV1: Green infrastructure

The PPO indicated that Wroxham Parish Council had requested a new area be included when the current Local Plan was examined in 2019. This area had been included in the policy ready for consultation with stakeholders and the public.

#### Policy HOV4: BeWILDerwood Adventure Park

Slight changes to the policy to keep it up-to-date.

#### Policy NOR2: Riverside walk and cycle path

The policy had been updated to reference the East Norwich plan and a possible link to Cary's Meadow. In response to a question from a Member the PPO indicated that the wider East Norwich regeneration scheme would be factored into Policy NOR1 (Utilities site) which would be updated early in 2024 to reflect the ongoing nature of the regeneration scheme.

#### Policy SP5: Historic Environment

The main change to this strategic policy was to include a reference to materials and a supporting justification.

Tony Grayling left the meeting at 1:26pm.

#### Policy SSSTAITHES: Staithes

The PPO indicated that no changes had been applied to this policy that sought to protect staithes.

**Members' comments were noted.**

## 17. Local Plan - Development Boundary Topic Paper update

To benefit from the maximum number of Members in attendance to participate in the associated vote it was agreed to bring this item forward on the agenda before item 16.

The Planning Policy Officer (PPO) presented the report that covered updates to the Development Boundaries Topic Paper to address feedback from the Local Plan Issues and Options consultation and reflect current best practice on this subject.

The PPO highlighted the following changes:

- An item of consultation feedback had suggested that a development boundary be drawn at Brundall Riverside. The PPO explained that this was not considered appropriate as there were no obvious areas for new residential development at this location and there were already policies around replacement dwellings. Also, the Highways Authority had concerns about Station Road and the level crossing and pedestrian footway provision.
- Given the restrictions on development at Horning as summarised in the Horning Knackers Wood Water Recycling Centre - Joint Position Statement, this area would no longer be included as a Development Boundary within the emerging Local Plan for the Broads.

The PPO indicated that the associated Local Plan Policy DM35 (Residential development within defined Development Boundaries) had been amended in line with these updates as shown by Appendix 5 of the Development Boundaries Topic Paper.

Tony Grayling proposed, seconded by Stephen Bolt, and

**It was resolved unanimously to endorse the updated Development Boundaries Topic Paper as evidence for the Local Plan.**

Kevin Maguire left the meeting at 1:10pm.

## 18. Appeals to the Secretary of State

The Committee received a schedule of appeals to the Secretary of State since the last meeting.

## 19. Decisions made by officers under delegated powers

The Committee received a schedule of decisions made by officers under delegated powers from 10 July 2023 to 4 August 2023 and there were no Tree Preservation Orders confirmed within this period.

## 20. Date of next meeting

The next meeting of the Planning Committee would be on Friday 15 September 2023 10.00am at Yare House, 62-64 Thorpe Road, Norwich.

The meeting ended at 1:32pm.

Signed by

Chair



# Planning Committee

15 September 2023

Agenda item number 7.1

## Enforcement - Broadgate Bakery, Horsefen Road, Ludham - unauthorised bakery

Report by Head of Planning

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### Summary

Planning permission was refused in July 2022 for an extension to facilitate an existing bakery, with the decision being upheld on appeal by the Planning Inspectorate in July 2023. The business continues to operate.

### Recommendation

To serve an Enforcement Notice.

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## 1. Site location and description

- 1.1. The site comprises a detached dwelling, sited on the south-western side of Horsefen Road in Ludham which runs southwards from the main A1062 Yarmouth Road. The site is approximately 450m from the junction with the main road and approximately 85 metres south east of the Womack Staithe area, where there are moorings, public toilets and a small commercial area.
- 1.2. The property is within a residential area, where there are both holiday units and permanent dwellings. Access to the site is along Horsefen Road, which is a narrow lane

with limited provision for passing and no separate footpath, and there are two accesses into the subject premises.

- 1.3. The bakery is currently operating from the dwellinghouse. Baked goods are advertised on boards outside the site and opposite Womack Water and on social media. They are sold directly from the premises.
- 1.4. The site is within the Ludham Conservation Area.

## 2. The unauthorised development

- 2.1 In June 2021 a planning application was submitted for the change of the of the property to a mixed-use comprising dwelling and bakery with retail sales, including the erection of single storey extension of 30sqm (BA/2021/0211/FUL). The application was part retrospective, in that the bakery was already operating from the premises, having commenced in lockdown. The application was refused planning permission in February 2022 on grounds of highway safety, impact on neighbouring amenity and inappropriate location.
- 2.2 An appeal against the refusal notice was submitted to the Planning Inspectorate in March 2022. On 20 July 2023 the appeal was dismissed, with the Inspector concluding in the decision letter that the proposal would have an unacceptably harmful effect on highway safety, would cause significant harm to the living conditions of the occupants of neighbouring dwellings through noise and other disturbance generated by customers visiting the site, and that the appeal site is not in a suitable location for the proposed development having regard to local and national planning policies for the location of retail development.
- 2.3 Following receipt of the decision the Local Planning Authority (LPA) wrote to the operator advising him to cease operation of the bakery by 21 August 2023. The business continues and the operator advises that he will remain open until the end of October.

## 3. The Planning Issues

- 3.1. The Broads Authority has a Local Enforcement Plan which sets out its approach to dealing with enforcement matters. It was reviewed and updated in July 2022. At paragraph 3.7 it states that “Whilst the law gives a Local Planning Authority strong legal powers to deal with breaches of planning control, in most cases the first choice of approach is to use negotiation to reach a satisfactory resolution in a timely manner. The negotiations would aim to achieve one of the following outcomes:
  - To apply for retrospective planning permission if the development is acceptable and would have got planning permission in the first place; or
  - To amend the development so it is acceptable and then apply for retrospective planning permission if the development is capable of being acceptable; or

- To amend the development so it is in accordance with the approved plans if the amendments are acceptable; or
  - To remove the unauthorised development or cease the unauthorised use if the development is unacceptable and incapable of being made acceptable.”
- 3.2. In determining how to take this matter forward, the LPA must, therefore, first consider whether the unauthorised development is acceptable in planning terms, whether it is capable of being made acceptable, or whether it is unacceptable. If the unauthorised development is not and cannot be made acceptable, then the LPA must consider the expediency of enforcement action.

### **The acceptability of the development**

- 3.3. Looking first at the acceptability of the existing unauthorised development, the use of the site as a bakery was considered under planning application BA/2021/0211/FUL and it was not considered acceptable. At the meeting on 4 February 2022 the Authority’s Planning Committee resolved to refuse planning permission for reasons including conflict with policies that support highway safety (Policy DM23 of the Local Plan for the Broads) and protect local amenity (Policy DM21) and that this was an inappropriate location for a commercial activity (Policies DM44 and DM51). This refusal was supported on appeal. The development is not acceptable in planning terms.
- 3.4. The planning objections to the proposal cover the fundamental issues of location, access and impact on the local area. These cannot be addressed in such a way as to overcome the objections, so the development cannot be made acceptable through amendment. If the development cannot be made acceptable, the Local Enforcement Plan requires that it cease.

### **The expediency of enforcement action**

- 3.5. Having established that the unauthorised development is not and cannot be made acceptable, then the LPA must consider the expediency of enforcement action and whether such action would be proportionate and consistent.

#### **Expediency**

- 3.6. Expediency may be explained as an assessment of the harm that is being caused by the breach. Harm may arise through a range or combination of factors, for example adverse impact on visual amenity due to poor design or materials, and this would be an example of direct harm arising from the unlawful development. There is also the generic harm which arises from a development which is in conflict with adopted policies and which, if it were not addressed, would undermine the policies in the development plan as well as the principles of the NPPF and NPPG. Furthermore, a failure to address non-compliant development would undermine the integrity of the planning system and paragraph 59 of the NPPF emphasises the importance of this when it states “Effective enforcement is important to maintain public confidence in the planning system”, demonstrating that this is a valid objective in itself.

- 3.7. There are direct adverse impacts (i.e., harm) arising from the development in terms of the impact on highway safety and local amenity; these were confirmed in the appeal decision. There is also harm to the integrity of the planning system arising from this continuing breach, which is exacerbated by the length of time the activity has been going on (since 2020). The operator has also stated publicly that he does not intend to close the bakery until the end of the season, indicating that the absence of planning permission does not deter him, and raising questions about his intentions for next year.
- 3.8. Given the clear conflict with planning policy and the harm arising from the development it is considered that enforcement action is expedient.

#### Proportionality

- 3.9. The second test is one of proportionality; enforcement action should always be proportionate to the seriousness of the harm being caused. In this case, there are both 'in principle' objections to the development, as well as harm to local interests. Where it is accepted that an LPA has a responsibility to protect the planning system in order to maintain public confidence in it, it follows that the extent of the action should be directly proportionate to the extent of the breach. In this case, as there is a fundamental conflict with planning policy, only a full cessation of the unauthorised use can be justified.

#### Consistency

- 3.10. The third test is consistency and the Local Enforcement Plan identifies the need to ensure consistency so that a similar approach is taken in similar circumstances to achieve similar outcomes. There are no cases directly comparable to this one – i.e., a business operating in a residential area, with similar impacts – however the LPA has been consistent in taking action against planning breaches where these have not been otherwise resolved. In this respect, formal enforcement action here would be consistent and therefore meets the requirements of the Local Enforcement Plan.
- 3.11. Finally, it is noted in the Local Enforcement Plan that whilst the law gives an LPA strong legal powers to deal with unauthorised development, the preferred approach is always to seek to negotiate a solution and the fourth test considers whether this approach has been applied. As outlined above, the development here is not capable of being made acceptable, so the resolution will require the cessation of the development. Officers have written and spoken to the operator, who is clear that he does not intend to cease until he is ready.
- 3.12. In considering expediency it is also necessary to take account of the impacts and costs of taking action, which would include the resources required to do this, as well as what is likely to be achieved. The more harm that is being caused then the more likely it is that it will be expedient to take enforcement action due to the need to stop the harm. Conversely, if there is little harm it may not be expedient to pursue the matter, particularly if the costs are high. In this case, there is harm to interests of public importance from development which is intrinsically unacceptable. The service of Enforcement Notices, as a first step, incurs little cost other than officer time. The

service of Enforcement Notices now will also prohibit a resumption of the use next year, so will protect the future position.

- 3.13. In conclusion, it is considered that the development is unacceptable and enforcement action can be justified as expedient.

## 4. Proposed actions

- 4.1. It is proposed to serve an Enforcement Notice requiring the cessation of the bakery operation and retail sales. A compliance period of 28 days would be appropriate. Once served, an Enforcement Notice remains extant unless and until it is withdrawn by the LPA, so this will prevent a resumption of the use.
- 4.2. Should Members wish to enforce an immediate cessation of the activities, there is an option to serve either a Temporary Stop Notice which would take immediate effect and endure for 28 days, or a Stop Notice which would take effect after three days and endure until the Enforcement Notice took effect. Given that the operator has indicated that he will close at the end of the season, Members may consider this further action disproportionate, but it is useful to be aware of the remedy.

## 5. Financial implications

- 5.1. The service of Enforcement Notices will require officer time; any costs associated with administration will be met from the existing planning service budget.
- 5.2. If compliance is not achieved voluntarily there will be costs associated with enforcing this. Members will be advised of progress through the regular update to Planning Committee, so there will be the opportunity to consider any additional costs.

## 6. Conclusion and recommendation

- 6.1. The unauthorised development at the site is contrary to development plan policy and could not be granted planning permission.
- 6.2. The Local Enforcement Plan explains that where an unauthorised development is unacceptable and cannot be made acceptable, the LPA should seek to negotiate a solution. There is no realistic prospect of a negotiated solution here and it is recommended that an Enforcement Notice is served requiring the cessation of the unauthorised use.

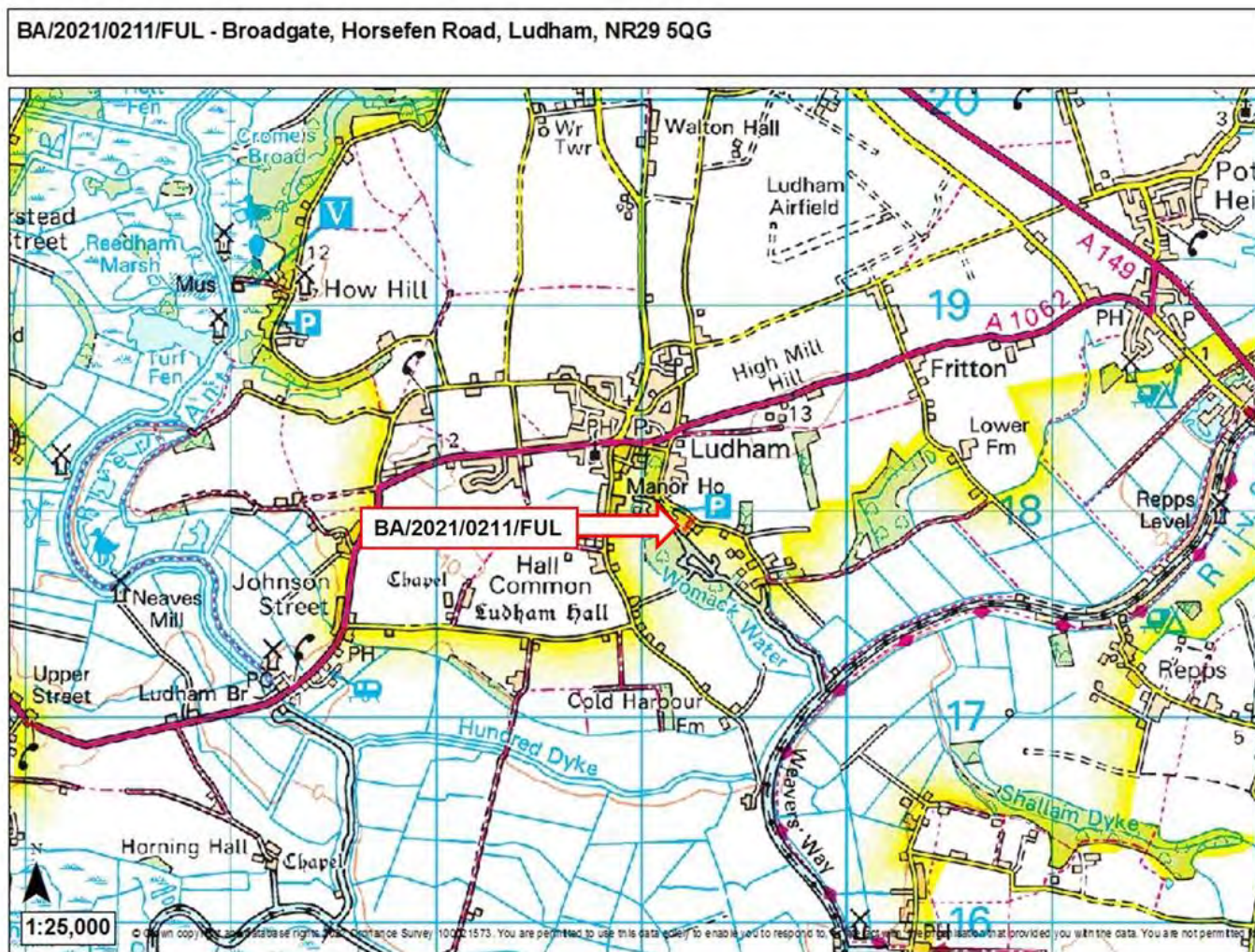
Author: Cally Smith

Date of report: 05 September 2023

Background papers: Enforcement file

Appendix 1 – location map

## Appendix 1 – location maps



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# Planning Committee

15 September 2023

Agenda item number 8

## Enforcement update

Report by Head of Planning

### Summary

This table shows the monthly updates on enforcement matters. The financial implications of pursuing individual cases are reported on a site by site basis.

### Recommendation

To note the report.

Committee date	Location	Infringement	Action taken and current situation
14 September 2018	Land at the Beauchamp Arms Public House, Ferry Road, Carleton St Peter	Unauthorised static caravans (Units X and Y)	<ul style="list-style-type: none"> <li>Authority given to serve an Enforcement Notice requiring the removal of unauthorised static caravans on land at the Beauchamp Arms Public House should there be a breach of planning control and it be necessary, reasonable and expedient to do so.</li> <li>Site being monitored. October 2018 to February 2019.</li> <li>Planning Contravention Notices served 1 March 2019.</li> <li>Site being monitored 14 August 2019.</li> <li>Further caravan on-site 16 September 2019.</li> </ul>



Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Site being monitored 3 July 2020.</li> <li>• Complaints received. Site to be visited on 29 October 2020.</li> <li>• Three static caravans located to rear of site appear to be in or in preparation for residential use. External works requiring planning permission (no application received) underway. Planning Contravention Notices served 13 November 2020.</li> <li>• Incomplete response to PCN received on 10 December. Landowner to be given additional response period.</li> <li>• Authority given to commence prosecution proceedings 5 February 2021.</li> <li>• Solicitor instructed 17 February 2021.</li> <li>• Hearing date in Norwich Magistrates Court 12 May 2021.</li> <li>• Summons issued 29 April 2021.</li> <li>• Adjournment requested by landowner on 4 May and refused by Court on 11 May.</li> <li>• Adjournment granted at Hearing on 12 May.</li> <li>• Revised Hearing date of 9 June 2021.</li> <li>• Operator pleaded 'not guilty' at Hearing on 9 June. Trial scheduled for 20 September at Great Yarmouth Magistrates Court.</li> <li>• Legal advice received in respect of new information. Prosecution withdrawn and new PCNs served on 7 September 2021.</li> <li>• Further information requested following scant PCN response and confirmation subsequently received that caravans 1 and 3 occupied on Assured Shorthold Tenancies. 27 October 2021</li> <li>• Verbal update to be provided on 3 December 2021</li> </ul>



Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Enforcement Notices served 30 November, with date of effect of 29 December 2021. Compliance period of 3 months for cessation of unauthorised residential use and 4 months to clear the site. 6 Dec. 2021</li> <li>• Site to be visited after 29 March to check compliance. 23 March 2022</li> <li>• Site visited 4 April and caravans appear to be occupied. Further PCNs served on 8 April to obtain clarification. There is a further caravan on site. 11 April 2022</li> <li>• PCN returned 12 May 2022 with confirmation that caravans 1 and 3 still occupied. Additional caravan not occupied.</li> <li>• Recommendation that LPA commence prosecution for failure to comply with Enforcement Notice. 27 May 2022</li> <li>• Solicitor instructed to commence prosecution. 31 May 2022</li> <li>• Prosecution in preparation. 12 July 2022</li> <li>• Further caravan, previously empty, now occupied. See separate report on agenda. 24 November 2022</li> <li>• Planning Contravention Notice to clarify occupation served 25 November 2022. 20 January 2023.</li> <li>• Interviews under caution conducted 21 December 2022. 20 January 2023</li> <li>• Summons submitted to Court. 4 April 2023</li> <li>• Listed for hearing on 9 August 2023 at 12pm at Norwich Magistrates' Court. 17 May 2023</li> <li>• Operator pleaded 'not guilty' at hearing on 9 August and elected for trial at Crown Court. Listed for hearing on 6 September 2023 at Norwich Crown Court. 9 August 2023.</li> </ul>

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• <b>Hearing at Norwich Crown Court adjourned to 22 September 2023. 1 September 2023</b></li> </ul>
8 November 2019	Blackgate Farm, High Mill Road, Cobholm	Unauthorised operational development – surfacing of site, installation of services and standing and use of 5 static caravan units for residential use for purposes of a private travellers' site.	<ul style="list-style-type: none"> <li>• Delegated Authority to Head of Planning to serve an Enforcement Notice, following liaison with the landowner at Blackgate Farm, to explain the situation and action.</li> <li>• Correspondence with solicitor on behalf of landowner 20 Nov. 2019.</li> <li>• Correspondence with planning agent 3 December 2019.</li> <li>• Enforcement Notice served 16 December 2019, taking effect on 27 January 2020 and compliance dates from 27 July 2020.</li> <li>• Appeal against Enforcement Notice submitted 26 January 2020 with a request for a Hearing. Awaiting start date for the appeal. 3 July 2020.</li> <li>• Appeal start date 17 August 2020.</li> <li>• Hearing scheduled 9 February 2021.</li> <li>• Hearing cancelled. Rescheduled to 20 July 2021.</li> <li>• Hearing completed 20 July and Inspector's decision awaited.</li> <li>• Appeal dismissed with minor variations to Enforcement Notice. Deadline for cessation of caravan use of 12 February 2022 and 12 August 2022 for non-traveller and traveller units respectively, plus 12 October 2022 to clear site of units and hardstanding. 12 Aug 21</li> <li>• Retrospective application submitted on 6 December 2021.</li> <li>• Application turned away. 16 December 2021</li> <li>• Site visited 7 March 2022. Of non-traveller caravans, 2 have been removed off site, and occupancy status unclear of 3 remaining so investigations underway.</li> </ul>

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Further retrospective application submitted and turned away. 17 March 2022</li> <li>• Further information on occupation requested. 11 April 2022</li> <li>• No further information received. 13 May 2022</li> <li>• Site to be checked. 6 June 2022</li> <li>• Site visited and 2 caravans occupied in breach of Enforcement Notice, with another 2 to be vacated by 12 August 2022. Useful discussions held with new solicitor for landowner. 12 July 2022.</li> <li>• Further site visited required to confirm situation. 7 September 2022</li> <li>• Site visit 20 September confirmed 5 caravans still present. Landowner subsequently offered to remove 3 by end October and remaining 2 by end April 2023. 3 October 2023.</li> <li>• Offer provisionally accepted on 17 October. Site to be checked after 1 November 2022.</li> <li>• Compliance with terms of offer as four caravans removed (site visits 10 and 23 November). Site to be checked after 31 March 2023. 24 November 2022</li> <li>• One caravan remaining. Written to landowner's agent. 17 April 2023</li> <li>• <b>Gypsy and Traveller Accommodation Needs Assessment commissioned. June 2023</b></li> </ul>
8 January 2021	Land east of Brograve Mill, Coast Road, Waxham	Unauthorised excavation of scrape	<ul style="list-style-type: none"> <li>• Authority given for the service of Enforcement Notices.</li> <li>• Enforcement Notice served 29 January 2021.</li> <li>• Appeal against Enforcement Notice received 18 February 2021.</li> <li>• Documents submitted and Inspector's decision awaited. September 2021</li> <li>• PINS contacted; advised no Inspector allocated yet. 20 October 2022.</li> </ul>

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Appeal dismissed 9 January 2023 and Enforcement Notice varied. Compliance required by 9 October 2023. 20 January 2023.</li> <li>• <b>Site visit to be undertaken. 1 September 2023</b></li> </ul>
13 May 2022	Land at the Beauchamp Arms Public House, Ferry Road, Carleton St Peter	Unauthorised operation development comprising erection of workshop, kerbing and lighting	<ul style="list-style-type: none"> <li>• Authority given by Chair and Vice Chair for service of Temporary Stop Notice requiring cessation of construction 13 May 2022</li> <li>• Temporary Stop Notice served 13 May 2022.</li> <li>• Enforcement Notice and Stop Notice regarding workshop served 1 June 2022</li> <li>• Enforcement Notice regarding kerbing and lighting served 1 June 2022</li> <li>• Appeals submitted against both Enforcement Notices. 12 July 2022</li> </ul>
21 September 2022	Land at Loddon Marina, Bridge Street, Loddon	Unauthorised static caravans	<ul style="list-style-type: none"> <li>• Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of unauthorised static caravans.</li> <li>• Enforcement Notice served. 4 October 2022.</li> <li>• Enforcement Notice withdrawn on 19 October due to minor error; corrected Enforcement Notice re-served 20 October 2022.</li> <li>• Appeals submitted against Enforcement Notice. 24 November 2022</li> </ul>
9 December 2022	Land at the Beauchamp Arms Public House, Ferry Road, Carleton St Peter	Unauthorised static caravan (Unit Z)	<ul style="list-style-type: none"> <li>• Planning Contravention Notice to clarify occupation served 25 Nov 2022.</li> <li>• Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of unauthorised static caravan</li> <li>• Enforcement Notice served 11 January 2023. 20 January 2023.</li> <li>• Appeal submitted against Enforcement Notice. 16 February 2023.</li> </ul>

Committee date	Location	Infringement	Action taken and current situation
31 March 2023	Land at the Berney Arms, Reedham	Unauthorised residential use of caravans and outbuilding	<ul style="list-style-type: none"> <li>• Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of the caravans</li> <li>• Enforcement Notice served 12 April 2023</li> <li>• Enforcement Notice withdrawn on 26 April 2023 due to error in service. Enforcement Notice re-served 26 April 2023. 12 May 2023</li> <li>• Appeal submitted against Enforcement Notice. 25 May 2023</li> </ul>

Author: Cally Smith

Date of report: 01 September 2023

Background papers: Enforcement files

# Planning Committee

15 September 2023

Agenda item number 9

## Halvergate and Tunstall Conservation Area Appraisal

Report by Kate Knights

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### Summary

The purpose of this report is to update Planning Committee and seek its approval on the re-appraisal of the Halvergate and Tunstall Conservation Area Appraisal, the proposed management and enhancement proposals and a proposal to add a number of structures to the Broads Authority's Local List. The report also outlines the changes to the document and the results of the public consultation.

### Recommendation

To approve the Halvergate and Tunstall Conservation Area Appraisal and additions to the Local List.

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## 1. Introduction

- 1.1. The Halvergate and Tunstall Conservation Area was first designated in 2007 when the existing appraisal was carried out. The 1990 Planning (Listed Buildings and Conservation Areas) Act requires Local Planning Authority to update Conservation Area Appraisals from time to time and to publish proposals for the preservation and enhancement of these areas. As such, as part of our Conservation Area Review it was considered that the Halvergate and Tunstall Conservation Area Appraisal be re-appraised. This was also important as the Historic England guidance on *Conservation Area Appraisal, Designation and Management* (2019) had been updated in the intervening period.
- 1.2. The Halvergate and Tunstall Conservation Area sits within both Broadland District Council's area and the Broads Authority's Executive area. In this instance it was considered that the Broads Authority should lead the production of the document with input from Broadland District Council.
- 1.3. The Appraisal and Local List additions were taken to the Heritage Asset Review Group meeting on 8 September. The group were content with the work undertaken and agreed it should come to Planning Committee for approval.
- 1.4. If the document is approved by Planning Committee, Broadland District Council will then take it to their committees for adoption.

## 2. The Appraisal

- 2.1. Firstly, we considered whether the existing conservation area boundary needed to be changed. We did not think this was necessary.
- 2.2. The Appraisal document was then updated to comply with Historic England's guidance and to ensure it took into account changes that have occurred in the villages in the last 16 years. The main changes to the document were:
  - Clearer information regarding the implications for homeowners.
  - The inclusion of a Statement of Special Interest.
  - The inclusion of a summary of the 'general character, location and uses'.
  - Review of the 'Historic Interest' section to ensure it relates more clearly to the physical development of the places.
  - Review of the 'Architectural Interest' section to ensure it highlights the building types, materials and particular eras of development that help to shape the places today and to help guide new development.
  - The identification of character areas and spatial analysis of those areas, including setting, view, significance of open spaces, gardens, trees and landscape.
  - An update of the assessment of condition.
  - An update of the management and enhancement proposals; and
  - The inclusion of more mapping and up to date photos.
- 2.3. The updated Conservation Area Appraisal is included at Appendix 1.

## 3. The Local List

- 3.1 The Broads Authority has a Local List which identifies buildings that positively contribute to the character of the conservation area and are of local significance.
- 3.2 Whilst surveying the villages as part of the Appraisal process, we have been identifying buildings that we consider meet the criteria for Local Listing. It is proposed that the following buildings are added to the Broads Authority Local List:
  - Barn at Manor House, Tunstall
  - Outbuildings at Manor House, Tunstall (cart shed to north of barn and south of the grain store and the outbuilding to the west of the house)
  - Barn adjacent to Tunstall Hall (previously part of Tunstall Hall and wider farm)
  - Old style telephone box, Tunstall
  - 1 Pond Cottage, Tunstall

- 2 Pond Cottage, Tunstall
  - World War II pill box, Marsh Road, Halvergate; and
  - World War II Home Guard observation post, Halvergate.
- 3.3 All the above buildings are within the Broads Authority Executive area. Broadland District Council do not have a formal Local List. However, Appendix 2 provides a list of buildings that are considered to positively contribute to the character of the conservation area, including those that are not formally locally listed. This was included in the original appraisal document and has been updated.

## 4. Public Consultation

- 4.1 The draft Halvergate and Tunstall Conservation Area Appraisal and the proposal to add a number of buildings to the Local List was consulted upon between 14 April and 9 June 2023. Organisations such as Historic England and Norfolk County Council were consulted, along with all of the residents within the conservation area. We held a public drop-in session in Halvergate Village Hall on Saturday 13 May and this was well-attended.
- 4.2 We received a good number of constructive comments (see Appendix 2). The main points can be summarised as:
- Concern regarding the fire damaged listed Stone Cottage and its outbuildings and the length of time that repairs are taking. These have been passed to Broadland District Council and the repair of the cottage is identified as a Management and Enhancement proposal.
  - Concern that the Management and Enhancement proposals have placed undue responsibility and financial burden on the owners of the sites identified. Clarification has been provided on this matter verbally and in the document. It is a legal requirement that Management and Enhancement proposals are included (as they were in the previous document) and it does not place any further obligations on owners but may help in encouraging repairs and identifying and applying for funding sources.
  - Concerns regarding some of the Management and Enhancement proposals, some of which have been removed (e.g. the installation of a bench and notice board by the pond) or re-worded (e.g. 'the sensitive repair (where required) of the railings to the paddock east of the War Memorial' to ensure that it was clear that the wholesale replacement of the railings was not being suggested).
  - Concern regarding the Local Listing of some properties in Tunstall, particularly that it was not necessary and would be a precursor to statutory Listing and would place additional obligations and restrictions on building owners. We have confirmed that it is good practice to adopt a Local List, that it is not a precursor to national statutory listing, does not place additional obligations for repair on owners and



given that the buildings are already within the conservation area and identified as buildings of local interest it should not place much greater controls on the buildings.

- 4.3 We have considered the comments made, discussed them with our colleagues at Broadland District Council and amended the document as appropriate.

## 5. Financial implications

- 5.1. The adoption of the updated Halvergate and Tunstall Conservation Area Appraisal and additions to the Local List should not have any financial implications for the Authority.

## 6. Conclusion

- 6.1. It is recommended that Planning Committee approve the adoption of the Halvergate and Tunstall Conservation Area Appraisal and the additions to the Local List. Once adopted, the appraisal will provide a document that the Authority can reliably use in providing development management advice, decisions and appeals and can be used by home owners, residents, agents and others to ensure that new development continues to preserve and enhance the character of the conservation area.

Author: Kate Knights

Date of report: 29 August 2023

[Broads Plan](#) strategic objectives: D3

Appendix 1 – Halvergate and Tunstall Conservation Area Appraisal

Appendix 2 - Halvergate and Tunstall Conservation Area Appraisal Consultation responses

# Halvergate and Tunstall Conservation Area Appraisal



August 2023

Broads Authority  
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## Summary of Special Interest

Halvergate and Tunstall are adjoining villages situated on the western edge of the Halvergate Marshes, south of the A47 at the 'Acle Straight'.

### Key characteristics

- Pockets of development interspersed with fields and green spaces
- Significant mature trees
- Small scale historic buildings using vernacular materials
- A number of large historic houses with large grounds
- The location of the settlement on raised ground above the marshes
- Marshland views to the east

# Introduction

## What are Conservation Areas?

A conservation area is defined as an 'area of special architectural or historic interest the character of which is it desirable to preserve or enhance' (Section 69 (1), Planning (Listed Buildings & Conservation Areas) Act 1990). As described by Historic England (2020):

*'Historic places convey a sense of uniqueness and awe and are strong emotional pillars for common values, connecting communities across England. Cultural heritage as a physical resource can play a critical role for community cohesion, collective action and in shaping human health and societal wellbeing. Heritage can also improve personal wellbeing, by helping us understand our past, our individual and communal identity and help us connect with the places where we live'. There are therefore clear community benefits for the protection and preservation of high-quality historic environments such as conservation areas'.*

Designation of a conservation area recognises the unique quality of a place. It is the contribution of individual buildings and monuments as well as other features including (but not limited to) topography, materials, spatial relationships, thoroughfares, street furniture, open spaces and landscape. Many elements contribute to the character and appearance of an area, resulting in a distinctive local identity.

They may include:

- the architectural quality of the buildings themselves
- the materials of which they are made
- their relationship with one another and their setting
- the character of the spaces between buildings, including walls, hedges and trees and ground surface materials
- views both within the area and from outside.

The extent to which a building or group of buildings and structures positively shape the character of a conservation area comes from their street-facing elevations, the integrity of their historic fabric, overall scale and massing, detailing and materials. Rear and side elevations can also be important, particularly in the Broads where building elevations often face and address the river or Broads, side views from alleys and yards or views down onto buildings in valleys or low-lying topographies. If the special qualities of a conservation area are retained and inappropriate alterations prevented, the benefits will be enjoyed by owners, occupiers and visitors to the place, including the ability to experience interesting and important heritage structures and places. It is therefore in the public interest to manage the area's character and appearance for cultural appreciation.

It should also be acknowledged that change is inevitable, and often beneficial, and the purpose of a Conservation Area status is not to prevent development but is a means of managing change in a way that conserves and enhances the character and appearance of historic areas.

### **Legislative and policy background**

The concept of conservation areas was first introduced in the Civic Amenities Act 1967, in which local planning authorities were encouraged to determine which parts of their area could be defined as "Areas of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance". The 1967 Act was important because for the first time recognition was given to the architectural and historic interest, not only of individual buildings but also to groups of buildings: the relationship of one building to another and the quality and the character of the spaces between them.

The duty of local planning authorities to designate conservation areas was embodied in the Town and Country Planning Act 1971, Section 277. Since then further legislation has sought to strengthen and protect these areas by reinforcing already established measures of planning control, which is now consolidated in the Planning (Listed Buildings and Conservation Areas) Act 1990.

The National Planning Policy Framework (2021) sets out the overarching requirement for local planning authorities to identify and protect areas of special interest. Although primarily in Broadland District Council's area, on its east side Halvergate includes three small parcels of land in the Broads Authority Executive area. The conservation area at Tunstall lies entirely within the Broads Authority area. Both villages sit outside the settlement limit and so new development is likely to be limited. However, the Broads Local Plan (2019) sets out the Authority's policies for guiding development within the Broads Executive Area, whilst the Development Management DPD (2015) sets out the council's policy for guiding development within Broadland District Council's area (see more information at Appendix 3 planning policy and guidance).

### **Aims and objectives of the appraisal**

Halvergate and Tunstall have a particular character worthy of conservation. The Conservation Area at Halvergate and Tunstall was originally designated in 2007 when the current Conservation Area appraisal was produced. This re-appraisal (2023) aims to bring the document in line with current Historic England guidance, examine the historic settlement and special character of Halvergate and Tunstall, review the boundaries of the Conservation Area and suggest areas where enhancements could be made. It also identifies buildings that contribute to the character of the Conservation Area. Where they sit within the Broads Authority area it is hoped that they will be Locally Listed and within Broadland District Council's area they will be considered locally identified heritage assets.

The intention is that the appraisal provides a sound basis for development management to ensure that proposals for change enhance and protect the Conservation Area as well as stimulating local interest and awareness of both problems and opportunities. It should be of use to everyone involved in changes to the built environment in the villages and help to inform home owners, architects and developers when putting together proposals for change and planning departments and Planning Inspectors when making decisions on those applications.



## What does designation mean for me?

To protect and enhance the Conservation Area, any changes that take place should positively conserve the character and special interest that make it significant. Statutory control measures are intended to prevent development that may have a negative or cumulative effect on this significance.

The additional controls in Conservation Areas include:

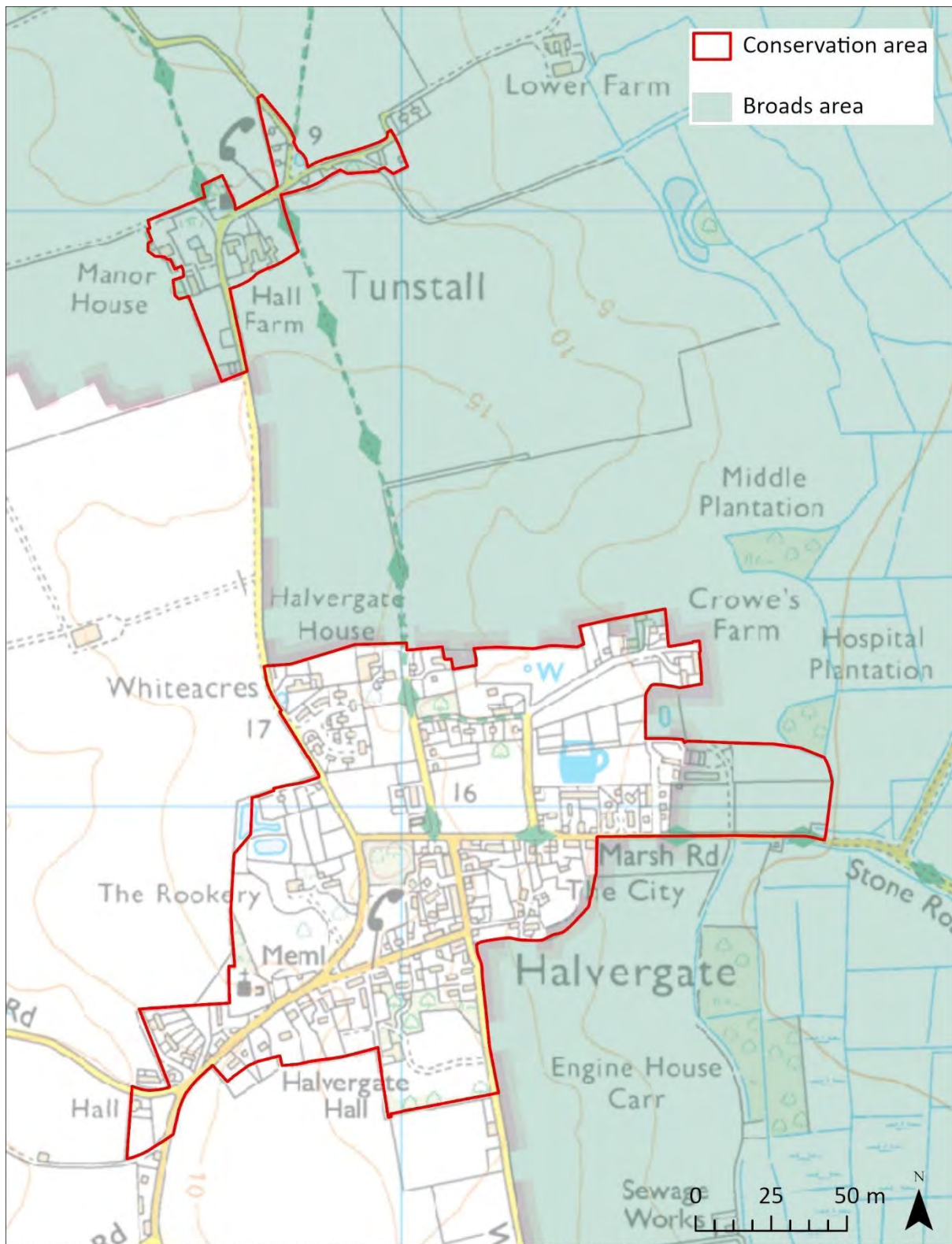
- the extent of Permitted Development Rights - Permitted Development Rights (i.e. changes that are allowed without requiring planning permission from the local authority) may be restricted. For example: replacement windows, alterations to cladding, the installation of satellite dishes, removing chimneys, adding conservatories or other extensions, laying paving or building walls.
- Changing the use of a building (e.g. from residential to commercial) will require planning permission.
- Demolition - Demolition or substantial demolition of a building within a Conservation Area will usually require planning permission from the local authority.
- Trees - If you are thinking of cutting down a tree or doing any pruning work to a tree within a Conservation Area you must notify the local authority 6 weeks in advance. This is to give the local authority time to assess the contribution that the tree makes to the character of the Conservation Area and decide whether to make a Tree Preservation Order.

It should be noted that the types of alterations/development that need permission can be altered by the local authority by the making of Article 4 Directions. It is therefore advisable to check with the local planning authority before preparing to start any work within a Conservation Area.

Local Authority grant assistance may be available for listed buildings at risk, and in special circumstances for buildings or structures which are not listed but are considered to be of architectural and historic interest and at risk in Broadland District Council's area. Contact the Historic Environment team at Broadland District Council for more information. Other organisations such as the National Lottery Heritage Fund and Architectural Heritage Fund (as

two examples) offer funding for heritage projects and can be contacted directly for assistance.

Contact details for both the Broads Authority and Broadland District Council can be seen at **Appendix 5**. For clarity Broadland District Council are the district council for the whole of the conservation area and have responsibility for services such as refuse collection, planning and housing etc. However, some of the properties within Halvergate and Tunstall also fall within the Broads Executive Area and The Broads Authority are responsible for the planning function within their boundary. For a plan of properties and land that fall within the Broads area please see **Map 1**.



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Map 1 the Halvergate and Tunstall Conservation Area boundary

## **General character, location and uses**

### **Halvergate**

Though not more than sixteen miles from Norwich and eight miles from Great Yarmouth, Halvergate feels relatively isolated. It is situated on the western edge of the, now drained, Great Estuary which lies between the rivers Yare to the south and Bure to the north and stretches eastwards to Breydon Water and Great Yarmouth. There are no further villages or roads to the east until one reaches Burgh Castle and Great Yarmouth, while to the south, beyond Reedham, travel is restricted by the river Yare with only the chain ferry providing a crossing. Until the building of the Acle Straight and the Branch Road across the wide marshes, the only land link would have been westwards to Norwich via by-ways and small villages, and eastwards along the Stone Road and the Fleet Dyke to Great Yarmouth.

As one approaches the village across the marshes from the former Stracey Arms: the village is set on rising ground against a backdrop of trees, in marked contrast to the flat foreground. The south-western approach on the other hand, whether from Freethorpe or Moulton St Mary, is over gently undulating countryside. But here there is a gentle descent towards the junction by the Village Hall before the ground rises again past the church towards the centre of the settlement. Thus from both sides, Halvergate has the clear, distinct image of a village “set on a hill”. From Tunstall to the north and Wickhampton to the south the approaches to the village roughly follow a level contour along the edge of the marsh to the east.

The Halvergate and Tunstall Conservation Area sits immediately adjacent to the Halvergate Marshes Conservation Area.

### **Tunstall**

The only road access to Tunstall is by way of Halvergate, less than a mile to the south. East of Tunstall’s church, the road dips slightly before rising again and turning north towards Staithe Farm and ending at Tunstall Dyke. Main rail and road cross the dyke, but these seem as if they are intrusions from another world. The only true link here is with the river Bure which, before the coming of modern road transport, was the main outlet for the produce of Tunstall and quite possibly Halvergate. Unfortunately, today the dyke is largely overgrown and what would have been the Staithe is silted up.



Both settlements sit on the Weaver's Way long-distance footpath. They are generally attractive and well-maintained. The special character of both settlements derives principally from the way in which groups of buildings are set in the landscape and are separated from each other by open spaces and trees. Modern residential development in Halvergate has led to the erosion of some of these separating spaces. The boundaries of the Conservation Area are intended to include groups of buildings of interest and the open spaces and trees which form their setting and keep them distinct from each other. The current boundary is considered satisfactory and we do not propose changing the boundaries as part of this re-appraisal process.



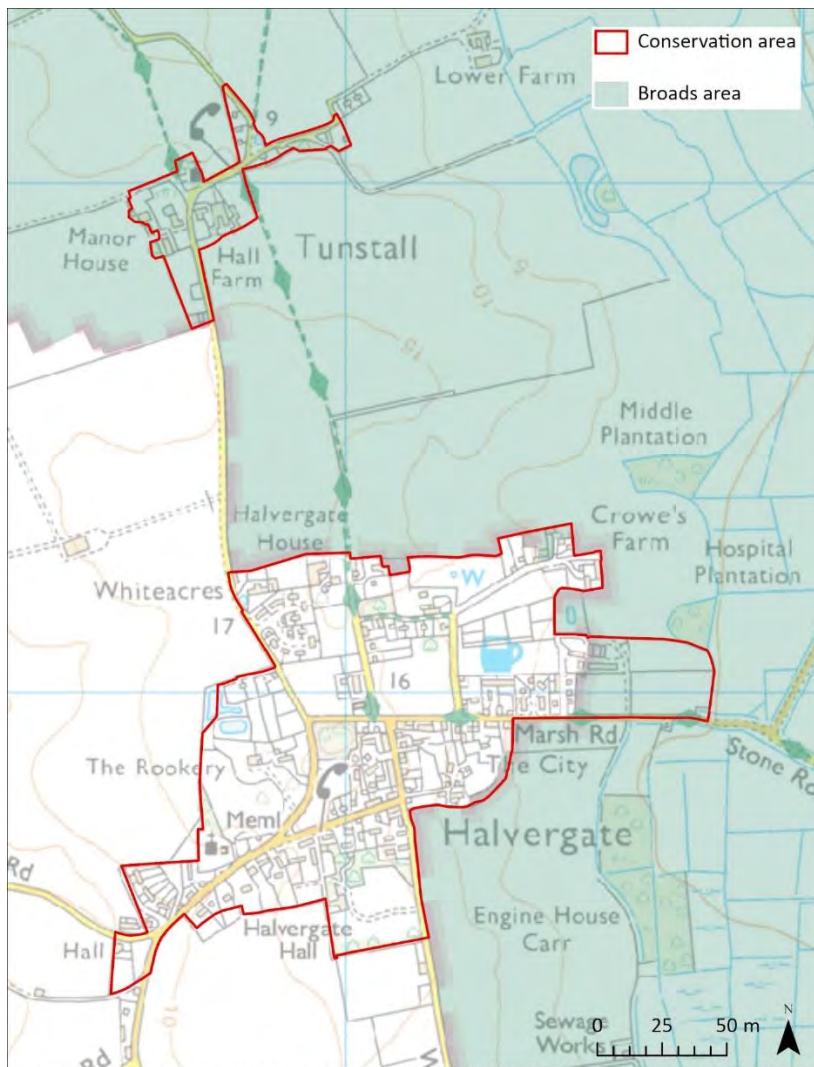
Weavers Way footpath connects Halvergate to Tunstall

## Historic interest

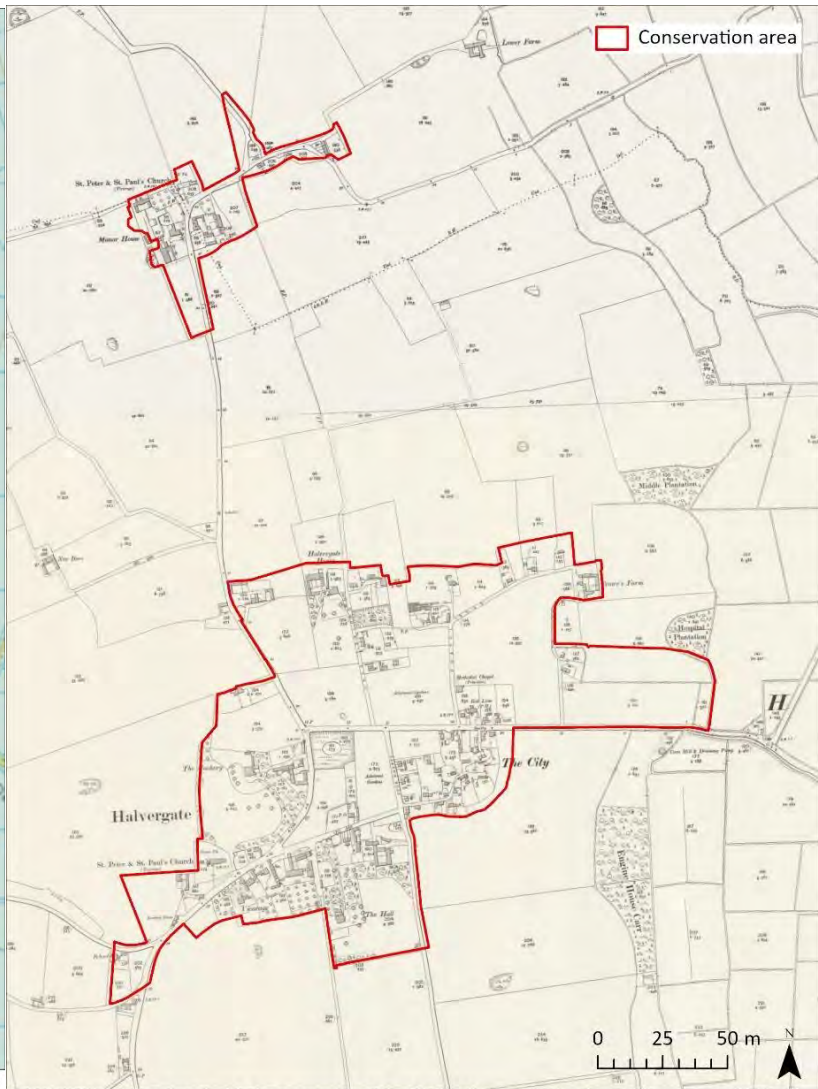
There is a long history of settlement in the area, with finds from the Neolithic period (3000 to 1700 BC) having been made in the parish of Halvergate. There is also physical evidence of Bronze Age ring ditches, whilst the Norfolk National Mapping Programme of 2006-2007 discovered extensive cropmarks indicating coaxial field systems of later Iron Age/Roman date across the Halvergate area. By 1086, the Domesday survey identified the village as *Halfriate* and recorded it as having 69 households. This puts it in the largest 20% of settlements recorded in the book so it was a substantial settlement by that date. By 1182 a document refers to *Halvergata*. Its meaning is uncertain: the first part of the name probably means “half”, the second part possibly “gate”, interpreted as meaning an island separating the river into two channels, though it has also been suggested that the name may come from the Old English for ‘Land for which half a heriot (a feudal service or payment) is due’.

Tunstall is a hamlet situated to the north of Halvergate. The name derives from an Old English word for the site of a farm or for a farmstead. The proximity of the villages means that their histories are much inter-twined and in 1935 the civil parish of Tunstall was added to that of Halvergate. See **Map 2** below for a comparison of the settlement layout from 1905 to 2023.





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Map 2 a comparison of Halvergate and Tunstall between 1905 and 2023

Halvergate stands at 22m above sea level, on the western edge of the flat drained Halvergate Marshes. They stretch to Great Yarmouth and sit at sea level. This significant and distinctive area is a conservation area in its own right, the Halvergate Marshes Conservation Area. Although Halvergate now sits three miles south of the river Bure and four miles from the Yare, in its earliest days it was a sea port and in the thirteenth century it was granted a market charter. The only remnant of this part of the village's history is the Church of St Peter and St Paul. The nave and chancel of the building date from the early 14<sup>th</sup> century, although it is likely to have been built on the site of an earlier church mentioned in the Domesday Book. The church is primarily constructed from local flint, but other building materials including stones such as Leziate Quartzite, would have come from further afield and are evidence of distant trading links.

As in Halvergate, there was a community evident in Tunstall by the time of the Domesday book, which records a church there. The remnants of St Peter and St Paul Church that we see today are likely to date from the 14<sup>th</sup> and 15<sup>th</sup> centuries. The significant size of the church in such a small community gives some indication of the village's status at that time. However, by the mid-17<sup>th</sup> century, services had stopped and by 1704 the nave roof had collapsed. A Faculty was granted enabling the ruination of the nave and tower and the repair and extension of the chancel. This is commemorated in the inscribed stone in the bricked-up west gable end of the chancel.

After the Black Death in 1348 there was decline in agricultural production in the Halvergate and Tunstall area and as Norwich and Great Yarmouth grew, Halvergate began to decline in significance. There are no remaining buildings from this period (except the churches).

There is evidence of management of the marshland since the medieval period and by the 17<sup>th</sup> century the system of drainage and water management included the use of drainage mills. This resulted in a vast area of rich grazing land (first for sheep and later cattle), with cattle brought from as far away as Ireland. This has provided the basis for both Tunstall and Halvergate's prosperity over the centuries. The prevalence of *marshmen and cowkeepers* among the occupations listed in the local directories during the nineteenth and early twentieth centuries is evidence of this, along with the high number of farms in the area.



Today, some of the oldest buildings in both villages are testament to this agricultural heritage. Hall Farm Barn is a large thatched barn (now sympathetically converted to residential use) which dates from the 17<sup>th</sup> and 18<sup>th</sup> centuries. It is located to the south of the junction of The Street and Sandhole Lane, just to the east of the church. Along with its 18<sup>th</sup> century neighbours, Horseshoe Barn and Harrier Barn, they form a cluster of large barns that must indicate the scale of agricultural activity in what was likely to have been the early centre of the village, in close proximity to the church.



**Converted barns in the centre of the village**

Also south of The Street and to the east of the barns is Dawdy's Farmhouse, the origins of which are also 17<sup>th</sup> and 18<sup>th</sup> century; the barns and farm buildings associated with Dawdy's Farm have since been lost. The unlisted Waycott Forge sits on The Street and is also likely to date from a similar period, as is The Thatched Cottage which is close by at the junction of The Street, Wickhampton Road and Baker's Road.





**The Thatched Cottage on the Wickhampton Road**

As well as this cluster of 17<sup>th</sup> and 18<sup>th</sup> century development in what could be considered the centre of the village, other 18<sup>th</sup> century buildings are evidence of the scattered form of development which is so characteristic of Halvergate. William Faden's map published in 1797 clearly shows a large area of common land to the south and east of the church with most of the village's development scattered around its edge. Building often occurred around common-land and the scattered form of development is also clearly visible on the 1840s tithe maps. It is therefore likely that the relatively dispersed nature of development in Halvergate that we still see today (albeit with 20<sup>th</sup> century infill housing) was shaped by this common land. As well as being used by residents for firewood, timber supplies and foraging, it is possible that it was also used to graze cattle in the winter when they would have been moved to higher ground from the low-lying marshes.

Amongst the buildings indicated on Faden's map, the following may well have been present: Halvergate House's barn at the northern end of Squires Road, which pre-dates the 19<sup>th</sup>

century house with which it is now associated, and the early 18<sup>th</sup> century Red Lion Public House at the eastern end of Marsh Road which is now the only remaining pub of the four or five historically in the village. In Tunstall, the Manor House to the west of Tunstall Street in the centre of the village also dates from the 18<sup>th</sup> century. As would be expected, these buildings all demonstrate the use of local materials such as red brick, lime render, clay pantiles and water reed thatch.



**The Red Lion Public House**

Tunstall also benefitted from access to a staithe which connected via Tunstall Dyke to the River Bure. Access is via Staithe Road and only a small section of the southern end of this is within the Conservation Area, but occupations such as a coal dealer and wherryman which were likely dependent on this access to the river, are evident in the 1864 Trade Directory of Tunstall. Unfortunately, the channel is no longer navigable, although it was in relatively recent years. The dyke is clearly visible as is the basin that formed the village staithe.



Much of the current road layout in the villages is also likely to pre-date the 18<sup>th</sup> century, with The Street, Sandhole Road and what may be Marsh Road in Halvergate evident on Faden's map of 1797. The deep and now wooded pit at the corner of Sandhole Road and Marsh Road, as well as the street name itself and other areas of excavations, for example to the north of the east-west section of Squire's Road, suggest that quarrying was carried out locally. This was perhaps related to brick making for the higher number of buildings erected during the 19<sup>th</sup> century.

Communications to and from the village greatly improved throughout the 19<sup>th</sup> century. At the beginning of the 19<sup>th</sup> century, there was no proper road from Halvergate to Great Yarmouth. In June 1795, William Marshall wrote of his journey between Halvergate and Great Yarmouth, 'for nearly the first mile, we rode to our horses' knees in water'.

In 1831, the opening of the Acle New Road, between Acle and Great Yarmouth, and the Branch Road connecting the Acle New Road to Halvergate had a great impact on the villages' access to the wider world. Indeed, the Norwich Chronicle of the 23<sup>rd</sup> of April 1831 states, '*a great advantage of the project is, that by means of the branches, a large tract of the country will be laid open to Yarmouth, which has hitherto been nearly excluded or a great part of the year, on account of the distance of roads by a circuitous route*'. The road must have provided much greater opportunities for the residents of Halvergate and Tunstall. Likewise, in 1844 the opening of the first railway in Norfolk between Norwich and Great Yarmouth, via Brundall, Cantley and Reedham (just three and a half miles away from Halvergate) must also have radically changed the way the villages related to the outside world.

Perhaps as a result, by the mid-19<sup>th</sup> century the village is described as "*a parish and well-built village, 7 miles west of Yarmouth, of 495 souls and 2675 acres, 2/3 of which are marshes*" (White's Directory, 1845). A number of wealthy landowners were responsible for building some significant houses in Halvergate and Tunstall during this period. They continue to contribute greatly to the character of the Conservation Area, often sitting on large and mature plots. For example: Tunstall Hall, Tunstall Street ( listed as and previously known as Hall Farm House) which has a date stone 'ERB 1815' referring to the landowner Edward Rising Boulton; Halvergate Hall, Wickhampton Road which was built in the second half of the

19<sup>th</sup> century for the local farming family, the Gilletts; the Rookery on Sandhole Road c. 1840, built by Robert Howard, a local landowner and Halvergate House, Squire Road which was also built c.1840, probably by William Gillett; as well as the Old Vicarage built opposite the church on The Street in the 1850s. There were also a number of much smaller scale cottages erected in the early 19<sup>th</sup> century, presumably to house agricultural workers. In particular, 'The City' at the eastern end of Halvergate is evident on the 1840s Tithe Map, as are cottages on Squire's Road and cottages on Marsh Road, Tunstall.

Other 19<sup>th</sup> century buildings in the village are evidence of the development of Halvergate during this period. The erection of the grand Primitive Methodist Chapel on Chapel Road in 1878 confirmed that the "Establishment" no longer held total sway.



**The Methodist Chapel**

In the mid 19<sup>th</sup> century a new National School and teacher's residence was built on Moulton Road (on the site of the present village hall, with the teacher's residence now being a private dwelling – Spring Cottage). This was to widen the horizons of the younger generation. In 1929 the National School was destroyed by fire and the new school erected on Marsh Road (now converted). By 1854 a Post Office had opened in an early 19<sup>th</sup> century building situated on The Street, the shopfront for the Post Office is still *in situ* today, accessed via the alleyway



alongside the building, which also contains outbuildings associated with the old Post Office. All of these buildings are now converted for residential use.



**School Lodge on Marsh Road**

The location of Tunstall and Halvergate meant that during the Second World War they held a strategic position as part of the second line of defence in the event of the enemy breaching the east coast defences. The pillbox and Home Guard Post on Marsh Road and the loopholes in the historic barn at Whiteacres on Tunstall Street are reminders of this legacy, as is the grade II listed War Memorial for Halvergate and Tunstall, situated at the junction of The Street and Sandhole Road. This brown granite column dates from 1920 and stands in a gated enclosure. In July 2023 a new war memorial was unveiled in proximity to the listed memorial. It commemorates the airmen who lost their lives in three separate plane crashes on the marshes during the Second World War.

With the advent of radio between the Wars and of television after the Second World War, and with increasing car ownership, the village became less the sole focus of people's lives.



While the church, village hall and Red Lion PH survive, the school, chapel and the post office have closed. The rapid mechanisation of agriculture and the reduction in the local work force has led to farm buildings and former workers' cottages being sold for residential conversions, while many new houses have been built for an increasingly mobile population.



WWII Loophole in Whiteacres Barn and the War Memorial, Halvergate

### Architectural Interest and Built Form

The villages of Halvergate and Tunstall contain a number of buildings of architectural interest, primarily ranging from the 17<sup>th</sup> to 19<sup>th</sup> centuries. These demonstrate the changes in society affecting the villages at that time, for example the influence of agriculture on the built form and later the provision of services to the wider community with the erection of the buildings like the school. They are also significant in demonstrating the predominance of vernacular materials.

The two earliest and most significant buildings in the Conservation Area are the medieval churches: St Peter and St Paul's Church in Halvergate and Tunstall Church to the north which holds the same dedication. Dating from at least the 14<sup>th</sup> century, Halvergate church sits on high ground at the west of the village. As one enters the village from the west along Moulton Road, the tower, which dates from c.1450, acts as a local landmark. The church was restored

by Brown and Lowe in 1857 and the new porch was built in 1867 by James Benest. In 1873 a new roof was added by R.M. Phipson. The building contains a number of significant architectural features such as flint flushwork, a 14<sup>th</sup> century doorway with ogee, wave moulded arch, crockets and crocketed pinnacles and finials as well as a rare banner staff locker recess in the south nave wall.



**The church of St Peter and St Paul, Halvergate**

The church of St Peter and St Paul in Tunstall is now largely ruinous, but this does not diminish its interest. It is likely that the church dates from at least the 13<sup>th</sup> century and the stone voussiors of a 13<sup>th</sup> century arcade are still visible, as is a 13<sup>th</sup> century double piscina; both of these are within the south wall. It is also notable for the extensive use of brick and the layout of the numerous putlog holes, which is considered of archaeological interest. By the late 17<sup>th</sup> century, no services were held at the church and the nave roof had collapsed. The 1704 Faculty is commemorated in the stone plaque on the west wall of the bricked up and repaired chancel, which states, 'This rebuilt by Mrs Elizabeth Jenkenson, the relict of Miles Jenkenson, Tunstal Esq. and Ms Anne Kelkall, daughter of Miles and Elizabeth. 1705'.



The church was declared closed in 1980 although it still acts as a place of solitude for visitors and a point of interest on the Weaver's Way walk. Both churches are predominantly flint with stone dressings and some use of red brick. Halvergate church has a slate roof which is likely to date from the 19<sup>th</sup> century.



**The church of St Peter and St Paul, Tunstall**

In 1878, non-conformism arrived in Halvergate with the erection of the Primitive Methodist Chapel on Squires Road. Built in a simple neo-classical style, typical of mid 19<sup>th</sup> century Methodist chapels, the building was erected from gault bricks, with a slate roof, neither of which were local materials and would probably have been brought to the area by the new railway.

Other institutions include the school that was partially rebuilt in 1929 after a fire. It is a single storey, but tall building with large timber windows and hipped slate roofs and is clearly built in a style associated with school architecture.

There are a number of significant barns within the Conservation Area. Hall Farm Barn, Harrier Barn and Horsehoe Barn (all grade II listed), to the south of The Street, date from the 17<sup>th</sup> to 18<sup>th</sup> centuries and are large red brick structures with parapeted gables and thatched roofs. Their residential conversion has been carried out sensitively and they continue to form an important group of buildings in the centre of the village. In Tunstall, the large barn associated with the 18<sup>th</sup> century Manor House (grade II listed) is also of significance and is likely to be of a similar date and is evident on the 1840s tithe map. Stables in a lean-to run along its east elevation and the building remains in agricultural/storage use. Built of red brick the building has some good detailing, such as the dentil cornice at eaves level, and the remnants of tumbling in on the brickwork on its north gable suggest that this may once have had parapeted gables containing a thatched roof, although today its roof is clad in corrugated sheets.

The Manor House, Tunstall is dated 1783 and is a two storey, three bay red brick farmhouse, positioned at right angles to Tunstall Street. It has an off-centre 6 panel entrance door with attractive timber doorcase with moulded architrave with key block and a pediment supported on consoles. Again, the building has parapeted brick gables with central chimney stacks.

Its close neighbour, Tunstall Hall (grade II listed) is positioned on the opposite side of the road and also sits at right angles to the road and is south facing. It dates from 1815 but was re-fronted later in the 19<sup>th</sup> century. It is an attractive two storey red brick building with a symmetrical façade, a central 6-panel doorcase with a stained glass fanlight, panelled reveals and reeded columns. The front façade has large sash windows. The building has a T-shaped plan with an interesting rear range. To the south-east of the building is a single storey barn, with the gable that faces the hall having a decorative finial and date stone: ERB 1830 (Edward Rising Boulton the former owner of Tunstall Hall and the previously associated farm). Despite its poor condition, this barn building is considered to contribute to the character of the Conservation Area and has some group value with Tunstall Hall (even though they are in separate ownership now).



Back in Halvergate, Dawdy's Farmhouse (grade II listed) is set back from The Street and positioned parallel to it. Internally it is clear that the building dates from the 17<sup>th</sup> century although externally it appears to be 18<sup>th</sup> century with a two-storey later extension to the west and single storey extension to the east. The main part of the building is red brick (now colour-washed) with a thatched roof, parapeted gables and an off-centre axial stack and off-centre doorcase.



**Dawdy's Farmhouse**

Other substantial houses in the village include The Rookery and its outbuildings - in particular its now converted stable block. The Rookery is grade II listed and confusingly is labelled Halvergate Hall on the 1840's tithe map, prior to the building now known as Halvergate Hall being erected. The mid-19<sup>th</sup> century Halvergate Hall and Halvergate House are also substantial and both grade II listed. The tall red brick boundary walls and barn to Halvergate House are also listed and contribute greatly to the character of the Conservation Area around Squires Road.





Grade II Listed walls around Halvergate House



Barn to the rear of Halvergate House, also Grade II listed



The Old Post Office on The Street (grade II listed), is a well-proportioned early 19<sup>th</sup> century building, its front garden surrounded by a waist-height red brick wall with centrally-positioned wrought iron gate. It is of two storeys, three bays, with a central door and large sash windows, built of red brick with a slate roof. The side elevation of the house contains a simple mid-19<sup>th</sup> century shopfront which would have served as the Post Office and so is of some historic, as well as architectural, interest.



**The Old Post Office, The Street**

As well as these relatively grand properties, the Conservation Area contains good examples of ‘worker’s’ housing. Stone Cottage (grade II listed) is a good example of a one and a half storey cottage, built with flint construction and red brick dressing and a thatched roof. It has a central stack, two dormers and parapeted gables. It is attractively positioned in the heart of Halvergate next to the village pond, with the pond and the cottage complementing each other to create a picturesque scene. The building is being repaired after recent fire damage.





Stone Cottage in the centre of Halvergate village by the pond



The Thatched House, The Street (now known as Thatched Cottage)



Another important part of the Conservation Area is 'The City'. This area is located to the east of The Street and south of Marsh Road. Its narrow road winds down the hill and contains small fields and paddocks dotted between haphazardly arranged cottages, most of which are likely to date from the 19<sup>th</sup> century and are of red brick (although many are now painted in various shades) with red pantile roofs and chimney stacks. Although the houses are two storeys in height they are small in scale and arranged at angles to one another.

There are other pockets of 19<sup>th</sup> century workers' housing, for example the red brick, two-storey semi-detached houses on Bakers Road and the terraced housing on Chapel Road and the prominent terrace of three houses set back from the southern side of The Street (Hall Cottages). This larger scale red brick terrace has some decorative elements such as gault brick decoration around the windows and doors forming a chequerboard effect with the red brick to the decorative heads of the casement windows. It also has large chimney stacks designed to make an impression.



Semi-detached 19<sup>th</sup> Century Cottages on Bakers Road

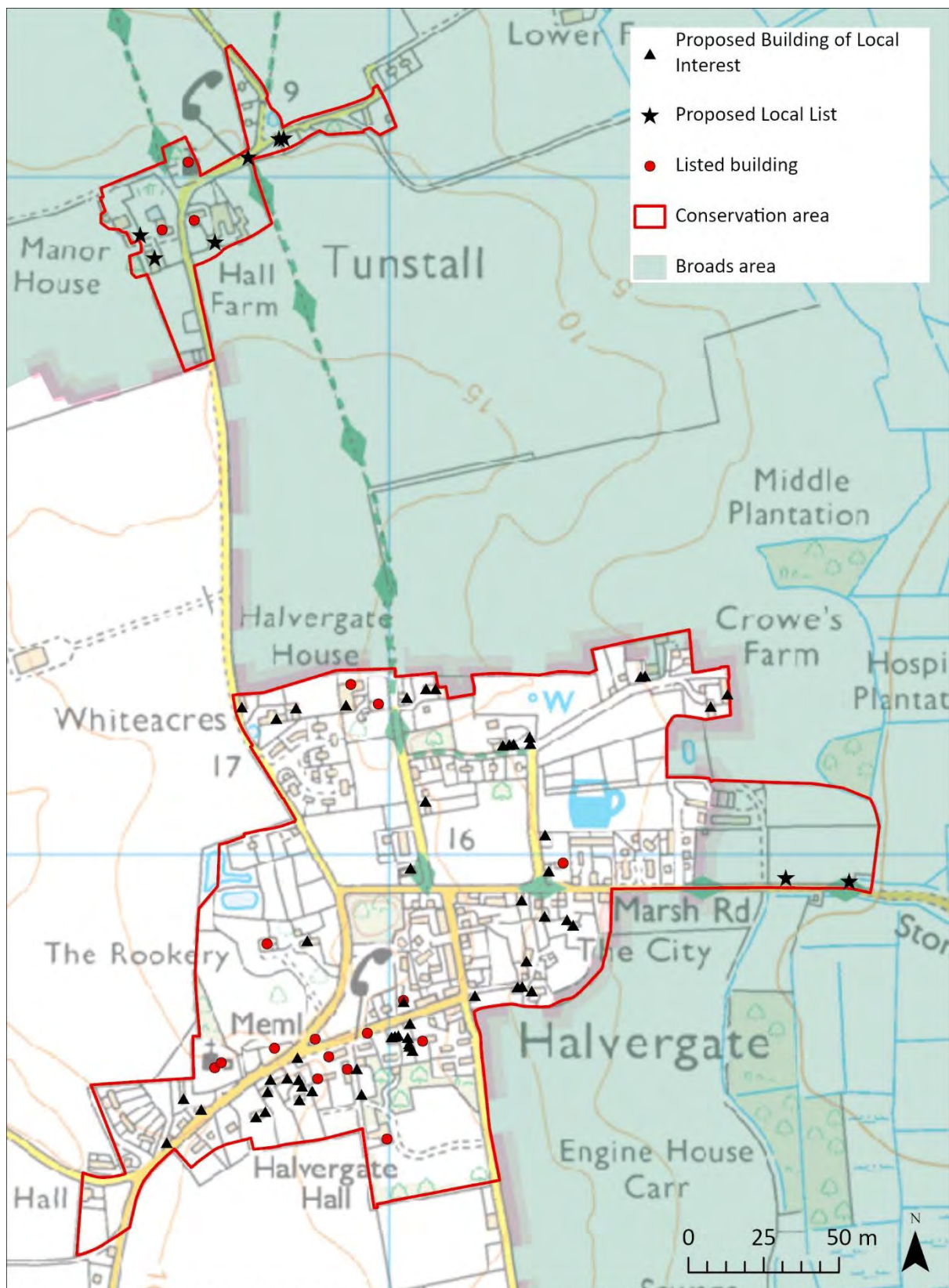




**Cottages on the south side of The Street**

Both Tunstall and Halvergate contain other buildings of note, but much of the 20<sup>th</sup> century development is more suburban in style and provides the village with less of a sense of place. Today the village contains a variety of buildings with one aspect of its character being the juxtaposition between these buildings of different periods. **Map 3** shows the locations of all listed buildings, locally listed buildings, and buildings of local interest.





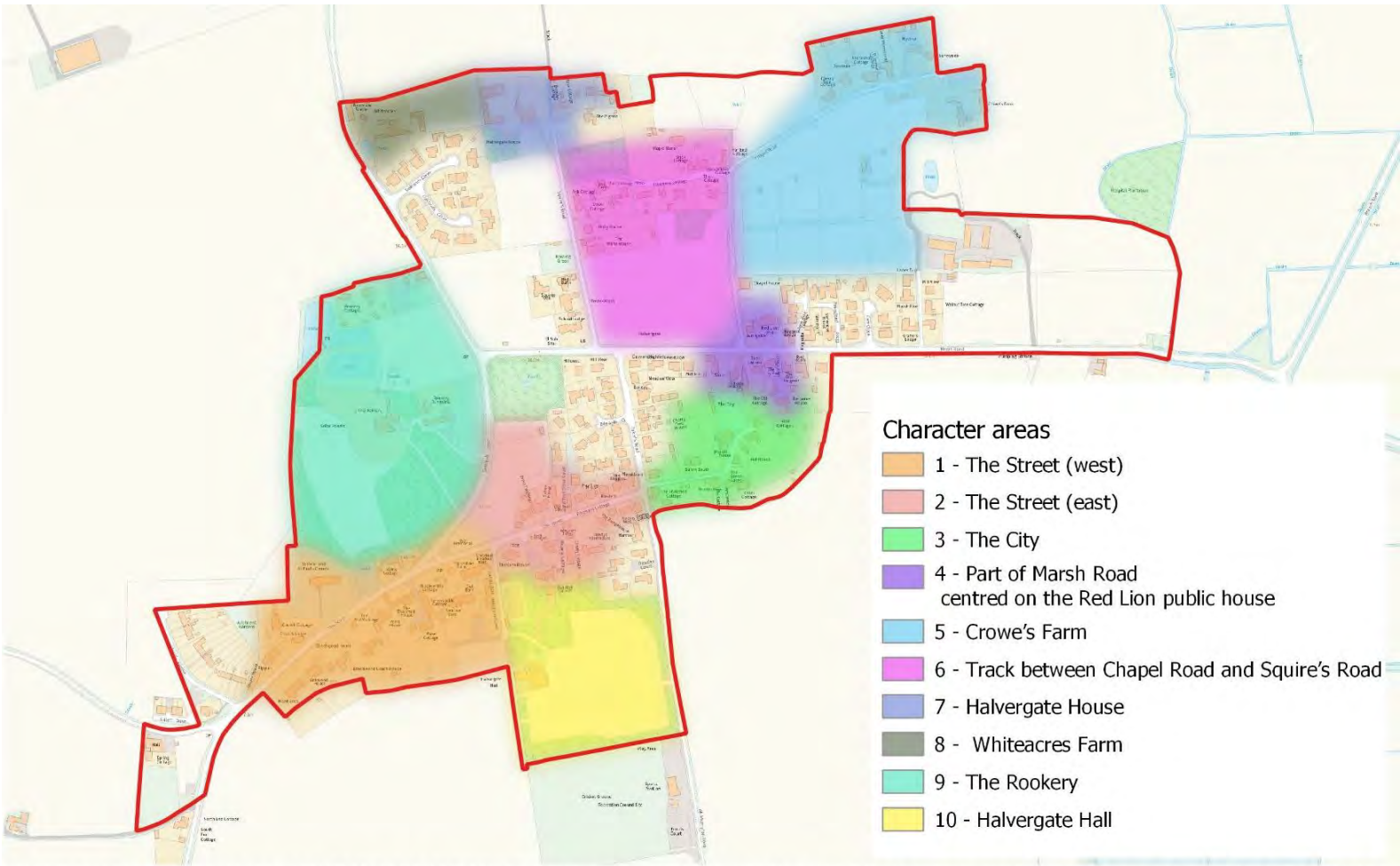
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**Map 3 Listed buildings, locally listed buildings and buildings of local interest**

Spatial analysis, landscape features and important views.

Halvergate

Ten character areas have been identified (please see Map 4):



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Map 4 Ten Character Areas

(1) The Street (west)

This cluster is centred on the War Memorial at the junction with Sandhole Road. It includes:

- The outstanding group of former barns of Hall Farm which have been successfully converted to a residential use, (converting barns to houses will inevitably affect their character, but it may nevertheless be the only way to conserve them),
- An attractive group of houses and cottages, including the Thatched House and Beechwood House, Stone Cottage, the Church and adjoining cottages.
- The outbuilding to Pond House, is important in the way it extends out to the street and separates the open spaces on either side.

Important landscape features include:

- The curve and gentle fall of the Street,
- the pond,
- the small green in front of the Church,
- the trees round the Church and behind the Pond and Stone Cottage,
- the green round the War Memorial and the Village Sign,
- the trees bordering the field east of the War Memorial ,
- the trees in the former entrance to the Hall, and
- the trees and grounds of Beechwood.

Important walls include:

- the churchyard wall,
- the wall north of Blacksmith's Cottage and linking to Swallow Barn,
- the wall round the former entrance to Halvergate Hall and continuing to an outbuilding along Hall Farm Close.

Good views include:

- looking north-east from the War Memorial through the trees into the field and the attractive former "sandhole" beyond,
- looking south-west from the War Memorial towards the Thatched House and surrounding buildings,
- looking west down The Street with the Church on the right,
- looking east up The Street past Church Lodge and the Church (just visible above the trees) with the trees of Beechwood on the right,



- looking north-east towards Stone Cottage and the pond with the trees behind.

## (2) The Street (east)

This cluster includes Dawdy's Farmhouse, (now without its barn and associated farm buildings to the east), Waycott Forge, two terraces of cottages, the Old Post Office and its outbuildings and the Thatched Cottage (in Wickhampton Road). The outbuilding to the Old Post Office is important in the way it extends out to The Street and provides, with Waycott Forge opposite, a visual "pinch point", separating the traditional part of The Street from the modern "suburban" development beyond.



Top of the Street, east

Important landscape features include:

- the chestnut trees in and around the field east of the War Memorial,
- the trees in the grounds of the Hall and
- the garden in front of Dawdy's Farmhouse.

Important walls include:

- the garden walls to the Old Post Office.

Good views include:

- looking east along The Street towards Waycott Forge and the outbuilding to the Old Post Office opposite and the Thatched Cottage beyond
- looking south-west towards the former barns of Hall Farm, with trees on the right.

### (3) The City

This is a scattered group of small-scale cottages in a cul-de-sac sloping down towards the marshes to the east. At one time it was quite separate from the main village. Then a series of widely spaced pairs of semi-detached houses were built along Bakers Road in the late nineteenth century. Finally, the late 20th to early 21st century development on both sides of Bakers Road, essentially “suburban” in form, has joined these two parts of the village together. However, the lie of the land and the informal layout of the City’s buildings, gardens and paddocks allows it to retain much of its essential character.

Important landscape features include:

- the many small open spaces between and behind the houses and
- the slope down from the junction with Bakers Road coupled with the hedges on either side of the road which clearly separate the City from the main village

Good views include:

- looking downhill past Doubleridge and The Cottage towards the marshes beyond and
- looking north past Red House and Sunny South between further cottages either side to others beyond.

### (4) Part of Marsh Road, centred on the Red Lion public house

This group includes the Red Lion itself set back behind a forecourt, together with Sunnyside next door, Storrs (a substantial house nearly opposite), and cottages in Frog’s Alley. It also includes, albeit set apart from the others, the Methodist Chapel in Chapel Road. Recent “suburban” development alongside this traditional group has changed its setting.

Good views include:

- looking from Marsh Road towards the Red Lion public house with the forecourt in front,
- looking up Chapel Road with the Methodist Chapel on the right,
- from just past the Chapel looking across the fields towards the marshes beyond,
- looking eastwards from the junction of Marsh Road and Squires Road down the hill to the marshes in the distance.

(5) Crowe's Farm

Open fields on both sides of Chapel Road separate Crowe's farmhouse and its outbuildings from the village proper. A few houses have recently been built on the north side of the road, joining an earlier pair of semi-detached houses. But this part of the village remains essentially open countryside, important to the setting of both village and farm. This would be seriously compromised by further development. Crowe's Farm is an important element in the view of the village from Branch Road.

(6) Track between Chapel Road and Squire's Road

This cluster comprises a number of cottages on or adjacent to this unmetalled track, together with pairs of semi-detached inter-war houses and the White House on Squire's Road. An open field still separates the group from the rest of the village, although new houses on the opposite side of Squire's Road all but link it to the converted former school and the modern development along the south side of Marsh Road. Again, further development of these fields would very considerably alter the character of the village.





**The White House, Squires Road**

Important landscape features include:

- trees along the north side of the track, which link up with trees along Squire's Road,
- the dell on the north side of the track, probably a former sand working.

Good views include:

- looking west from the junction with Chapel Road with cottages on the right,
- looking north through the trees into the dell.

#### (7) Halvergate House

The importance of this group of buildings is recognised by the Listing of the house itself, its garden walls and its barn (now converted). The group also includes two cottages on the opposite side of Squire's Road.

Important landscape features include:

- the open fields to the south on both sides of Squire's Road and (b) the trees along Squires Road.
- The tall red brick walls to Halvergate House

Good views include:

- A good view looking north along Squires Road with, on the left, trees and then the garden wall of Halvergate House.

#### (8) Whiteacres Farm

This group includes the farmhouse itself and its outbuildings. The low thatched barn hard against Tunstall Street, with the farmhouse and outbuildings beyond give a firm traditional edge to the settlement at its northern approach.

Important landscape features include:

- There are important walls running east and south from the thatched barn.

#### (9) The Rookery

Though largely hidden by trees this listed house and its stable block are of special interest in themselves.

Important landscape features include:

- parkland to the south of the house and the trees within and around it
- trees along the west side of Sandhole Road and behind Stone Cottage are of importance to the village as a whole: any development here would be detrimental to the character of the centre of the village and of its approaches.

Good views include:

- looking south-east from the junction of Marsh Road and Sandhole Road through the trees into the dell opposite the Rookery,
- looking south from Sandhole Road through the trees towards the former barns of Hall Farm.



(10) Halvergate Hall

Though from many angles hidden from view, this listed house and its outbuildings are important in their own right. Fantastic, uninterrupted, views across the Halvergate Marshes can be seen from along the Wickhampton Road, opposite Halvergate Hall.

Important landscape features include:

- the parkland associated with the house and the trees within and around it. These are important both as a setting to the house and as a backdrop and boundary to the south of the village.

Good views include:

- looking from Wickhampton Road across the park to the Hall and out from the Hall's grounds eastwards to the Halvergate Marshes.



Uninterrupted views of the marshes from the Wickhampton Road

Views from outside Halvergate into the village are also important.

Good views of the village from outside include:

- from Branch Road looking west across the marshes, with Crowe's Farm in the middle distance and the roofs of the village beyond against a backdrop of trees,
- from Stone Road looking across the marshes. The village is seen as a cluster of buildings and tree-belt on raised ground to the west,
- looking west up Marsh Road with the World War II pill box in the foreground,
- looking north-east from Mill Road, with the Church among the trees to the left and Halvergate Hall to the right,
- looking south-east from Moulton Road towards the terraced house on Church Avenue, with the Church tower visible behind the trees beyond,
- looking south from Tunstall Street with the barn of Whiteacres in the foreground and the farmhouse behind and the former barn of Halvergate House to the left.

Although just outside the conservation area, the historic stream that runs from Moulton Road to Damgate, Acle contributes to the Conservation Area's wider setting and landscape character.

There are several hedgerows (hedges and trees) which make an important contribution to the character of the village, although they are not directly associated with any of the clusters of buildings identified.

Important hedgerows include:

- along the north side of Marsh Road between Chapel Road and Squires Road,
- along both side of Marsh Road between Squires Road and Tunstall Street,
- along the east side of Tunstall Street from Marsh Road to Oaklands Close.

The presence of mature trees through the Conservation Area make a significant contribution to the character of the area. However it is important to ensure that trees are maintained and periodic tree planting (to replace good specimens once they die or become dangerous) takes place.

## Tunstall

Tunstall is a small hamlet. The principal cluster of buildings in the Conservation Area includes three listed buildings in close proximity to one another: the Church, Tunstall Hall and the Manor House. It also includes the barns and other buildings of the two farms, notably the fine Manor barn. There are important trees and hedgerows associated directly with all three buildings. The green triangle at the road junction in front of the Church marks the centre of the settlement. The Church itself, which is partially ruined, is an important and attractive focus to the Conservation Area. The approach from Halvergate is characterised by hedgerows on either side of the road. The field and its trees south of the Manor House are an essential part of the setting of the barn.

The landscape east of the Church, where the road dips down to the pond, is attractive in itself and it is also an essential part of the setting of the Church. The buildings in this part of the Conservation Area are widely separated: they include two cottages opposite the pond and a terrace of cottages at the junction of Marsh Road and Low Farm Road. Two pairs of semi-detached houses on Staithe Road dating from the 1930s are included in the Conservation Area because of their relationship to the pond and they are good examples of Local Authority housing from this period. There are important groups of trees northeast of Hall Farm, round the pond and on the south side of Marsh Road. There is a traditional K6 red telephone box which punctuates the scene on the south side of the road east of Hall Farm. This no longer accommodates a phone but has a small library and information on the area. Good views include:

- on the approach from Halvergate with the ruined church tower among the trees,
- looking west from the pond towards the Church,
- looking north over the marshes from the junction with Low Farm Road,
- looking east from the Manor Farm's farm track to the Church.





The Pond, Tunstall





## Attractive setting of the Church in Tunstall



The telephone box, Tunstall (now a small library and information stop)

## Management and Enhancement

It is a requirement for Local Planning Authorities to publish proposals for the preservation and enhancement of their conservation areas. There are sites in the villages that would benefit from management and enhancement (including individual properties, landscaping and greenspaces identified below). The inclusion of sites on this list does not place any liability on owners to undertake the works outlined, but their identification within the Conservation Area Appraisal document helps to identify possible sites for future projects, grant funding or Section 106/Community Infrastructure Levy money and highlights those areas to the organisations/authorities which are responsible for funding these projects.

As well as individual sites which provide opportunities for enhancement, there are common issues which are brought about by minor changes and can erode the character of conservation areas. These include:

- The demolition of traditional buildings.
- The felling of important trees.
- Unmanaged trees.
- Inappropriate and substandard boundary treatments which can block views and change the character of the area. For example, poorly designed iron railings / gates and fencing with concrete posts and close-lap boarding in prominent positions (such as front gardens), where traditional brick walls or hedges would be more appropriate.
- Inappropriate replacement windows Please see **Appendix 4** for more detail.
- Use of “traditional” building styles unrelated to the district (e.g. “half-timbering” for example) on new buildings.
- The erection of new buildings which do not reflect the scale of surrounding buildings.
- Use of standard or pastiche design in modern development which do not relate well to the historic character of the village.
- Substandard modern outbuildings in prominent locations
- The use of substandard or inappropriate materials in replacement of traditional and honest materials. Please see **Appendix 4** for more detail.
- The loss of thatch.
- Unregulated parking which causes rutting and destruction of attractive verges



- Overhead cables, which can detract from the character of historic villages. They are reasonably unobtrusive in Halvergate and Tunstall at present.

Other smaller repairs to historic buildings that can have a detrimental impact include:

- Alterations to roofing materials
- Inappropriate repointing techniques and materials
- Painting, rendering or cladding brickwork
- Removal of decorative architectural features such as stone or window surrounds
- Installing modern plastic rainwater gutters and downpipes in replacement of metal

Sites which would benefit from appropriate, heritage-led, repair, maintenance and management and/or use include:

- The Red Lion Public House, Marsh Road (particularly regarding the replacement of the thatched roof)
- The Stone Cottage, The Street (currently being repaired following fire damage)
- The churchyard in Halvergate - where the roots of the attractive mature trees are damaging the historic south churchyard wall
- Poor condition of the highway signs on entrance to village on Marsh Road (these are within the Halvergate Marshes Conservation Area but have an impact on the setting of the Halvergate and Tunstall Conservation Area).



Conflict between the historic churchyard wall and attractive mature trees

It is considered that the green spaces in between the built form should be retained and enhanced where appropriate and trees and hedgerows should be protected and enhanced.

Specific sites where enhanced landscaping might be appropriate include:

- Forecourt to the Red Lion Public House, Marsh Road (repair of surfacing to car park area and simple landscaping enhancements)
- Area around the Coronation Bench (near church) to be maintained / enhanced
- Tunstall Church – low key maintenance of the attractive green spaces in front of the church (which can become rutted due to vehicle movements)
- The sensitive repair (where required) of the railings to the paddock east of the War Memorial



Area outside of Tunstall Church





Railings around Sandhole field



The coronation bench

## **New Development**

New development within the Conservation Area can be an opportunity for enhancement if located correctly and constructed in a sympathetic design and materials. Any proposal within the Conservation Area should be of a high-quality design that enhances and preserves the character of the local area. Materials play an important role in the success of development and often simple, honest and traditional materials, reflecting the surrounding palette, are usually most appropriate. The use of appropriate hard landscaping such as pavers, boundary treatments, green spaces and soft landscaping associated with new development should also be considered at an early stage. The Broads Authority and Broadland District Council offer free pre-application advice and can offer guidance on acceptability of proposals prior to the submission of a formal application.

## References

- English Heritage and CABE: Building in Context: New development in historic areas
- East Anglia, A Geographia Guide
- Halvergate and Tunstall Remembered – Sheila Hutchinson
- Halvergate Marshes Conservation Area Appraisal
- Historic England (2020) – Heritage and Society
- Historic England (2019) Advice Note 1 Conservation area appraisal, designation and management
- Historic Environment Record, Norfolk Landscape Archaeology
- Norfolk Heritage Explorer
- The Buildings of England, Norfolk 1: Norwich and North-East, Nicholas Pevsner and Bill Wilson
- The Halvergate Fleet: Past and Present – Sheila Hutchinson
- The Norfolk Broads, A landscape history – Tom Williamson
- The Norfolk and Suffolk Broad, Robert Malster



## Appendix 1: Listed buildings within the conservation area

The following building is included in the list of Buildings of Special Architectural or Historic Interest compiled by the Secretary of State:

### Halvergate

I Church of St Peter and St Paul, The Street

I Former tower finial 22cm SW of SW nave buttress of Church

II Halvergate and Tunstall War Memorial, including gated railings

II Red Lion Public House, Marsh Road

II The Rookery, Sandhole Road

II Halvergate House and E and W Garden Walls, Squires Road

II Barn 50m N of Halvergate House, Squires Road [converted to residential use since Listing]

II Stone Cottage, The Street

II The Old Post Office, The Street

II Hall Farm Barn, 55 m S of War Memorial, The Street

[converted to residential use since Listing: now "Swallow Barn" and "Owl Barn"]

II Barn at Manor Farm, 61 m SE of War Memorial, The Street

[converted to residential use since Listing: now "Harrier Barn"]

II Barn at Manor Farm, 30 m SE of War Memorial, The Street

[converted to residential use since Listing: now "Horseshoe Barn" and "Chestnut Meadow Barn"]

II Halvergate Hall, The Street [entrance now from Wickhampton Road]

II K6 Telephone Kiosk, The Street

II Dawdy's Farmhouse, The Street

### Tunstall

II\* Remains of Church of St Peter and St Paul, Tunstall Street

II Tunstall Hall, Tunstall Street [formerly listed as The Hall and Barn, now listed as Hall Farm House]

II Manor House, Tunstall Street

## Appendix 2: List of buildings considered to positively contribute to the character of the Conservation Area

Whilst the following buildings, boundary walls and railings (see **Map 3**) within the Conservation Area do not merit full statutory protection, they are considered to be of local architectural or historic interest, and every effort should be made to maintain their contribution to the character of the Conservation Area.

Please note: some structures may also be considered curtilage listed.

### **Halvergate**

#### ***The Street, north side***

Crown House

Church Cottage

Church Lodge

Walls surrounding front garden to Old Post Office

#### ***The Street, south side***

Beechwood House

Outbuilding to Beechwood House

Pond House

Outbuilding to Pond House

The Thatched House

Blacksmiths Cottage

Honeysuckle Cottage

Swallow Barn

Rose Cottage

Wall north and east of Blacksmiths Cottage

Outbuilding on east side of Hall Farm Close

Wall to Halvergate Hall

1-3 Hall Cottages

Waycott Forge

1-4 Victoria Cottages

#### ***Sandhole Road***

Stables to The Rookery (converted to residential use)

### ***Tunstall Street***

Whiteacres

Outbuildings to Whiteacres

Westview Stables

### ***Squires Road***

Outbuildings west of Halvergate House

Rose Cottage

1 Thatched Cottage

2 Thatched Cottage

The White House

### ***Chapel Road***

Marshman's Cottage

Far End Cottage

The Cottage (on track leading off Chapel Road)

Fieldview Cottage (on track as above)

Brick Cottage (on track as above)

Stonechat Cottage (for tumbled gable)

Primrose Cottage (for tumbled gable)

Crowes Farm

Outbuildings to Crowes Farm

Chapel House

### ***Marsh Road, north side***

School Lodge Guest House (former school)

Sunnyside

World War II pill box (proposed for Local Listing)

World War II Home Guard observation post (proposed for Local Listing)

### ***Marsh Road, south side***

Storrs

Carter Cottage, outbuildings and wall west of The Laurels

The Old Cottage, Frog's Alley

Cartref (Ransome House), Frog's Alley

### ***Wickhampton Road***



The Thatched Cottage

*The City, north side*

Mallet House

*The City, south side*

Doubleridge

The Cottage

Ambleside

### **Tunstall (proposed for Local Listing)**

Barn at Manor House

Outbuildings at Manor House (cart shed to north of barn and south of the grain store and the outbuilding to the west of the house)

Barn adjacent to Tunstall Hall (previously part of Tunstall Hall and wider farm)

Old style telephone box

1 Pond Cottage

2 Pond Cottage

## Appendix 3: Planning documents, policies and associated guidance

Please note: Local planning policies, supporting documents and guidance are updated periodically, whilst this policy and document list was relevant at the time of the writing of the report please check with the relevant Authority for update.

### **Broads Authority**

Local Plan for the Broads (Adopted 2019):

Policy SP5: Historic Environment

Policy DM11: Heritage Assets

Policy DM12: Re-use of Historic Buildings

Policy DM43: Design

Policy DM48: Conversion of Buildings

Broads Authority Supporting Documents:

The Landscape Character Assessment (Updated 2016)

The Landscape Sensitivity Study for renewables and infrastructure (adopted 2012)

Strategic Flood Risk Assessments

Broads Authority Flood Risk SPD

Biodiversity Enhancements Guide

Landscape Strategy Guide

Sustainability Guide

Planning Agents information booklet

Keeping the Broads Special

### **Broadland District Council**

Joint Core Strategy for Broadland, Norwich and South Norfolk (Adopted January 2014):

Policy 1: Addressing climate change and protecting environmental assets

Development Management DPD (Adopted 2015):

Policy GC4: Design

Policy EN2: Landscape

Broadland District Council Supporting Documents:

Landscape Character Assessment

Design Guide (1997)

Place Shaping (a guide to undertaking development in Broadland)

## Appendix 4: Detailed guidance on materials and windows

### Materials

The particular character of both Halvergate and Tunstall owes a great deal to the use of a limited “palette” of building materials. Some of these are indigenous to the district (e.g. red bricks, red pantiles, flint and thatch), some have traditionally been “imported” from other parts of Norfolk (e.g. gault bricks), still others have been “imported” from further afield (e.g. stone and – since the nineteenth century – slate). The “imported” materials have historically been confined to the more prestigious buildings (e.g. stone for the Churches, gault brick and slate for the larger Georgian houses – Halvergate Hall, Halvergate House, The Rookery). But as time went on expensive materials became commoner (e.g. slate on the Old Post Office). On the other hand, some previously cheap materials have now become very expensive. Thatch is a particular case in point because it has to be renewed from time to time – though usually only in part, provided it has been regularly maintained. In some cases, thatch has been able to be renewed despite serious decay (e.g. the converted barns of Hall Farm and the barn at Whiteacres), in other cases it has been replaced by corrugated sheeting (e.g. on farm buildings) or tiles (this is likely to have been the case with many of the older cottages). Given the rarity of thatched buildings today and the special contribution that they make to the Conservation Area, the retention or re-introduction of thatch would be strongly encouraged.

In terms of new development the quality and type of materials used is important in historic contexts and sensitive landscapes. Modern materials such as uPVC or composite boarding or cladding, bargeboards, soffits and rainwater goods, or composite tiles and other roof coverings often visually complete with softer and traditional materials typically used on historic properties. Hard cement renders, as an example, can also restrict moisture movement and create damp within historic properties. It is often honest, simple, breathable and traditional materials that will be the most appropriate in historic contexts. Modern materials will need to be thought about carefully and given full justification for their use when used on or attached to historic properties or within their wider setting.

Ground surfacing materials are an important element in a village. In Halvergate and Tunstall public roads and footpaths are in general finished with tarmacadam (or asphalt), though

there remain a number of rough non-surfaced tracks and paths. (e.g. by both churches). The further loss of surviving non-surfaced areas would be regrettable and where it is necessary any replacement surface would need to be carefully considered to ensure they are accessible but sensitively designed. Some modern residential closes (e.g. Dawdy's Court) have roadways paved with concrete blocks in imitation of granite setts, which are reasonably convincing. Many newer houses have drives paved with imitation bricks, also made of concrete, or loose granite chippings which adds a suburban character.

## **Window Replacements**

Window replacements are often a serious threat to the appearance of Conservation Areas and may even affect the value of properties. If timber windows are in good condition, thermal efficiency can be improved by installing double glazed units in existing frames or secondary glazing. The replacement of timber windows with PVCu can result in several problems:

- It is not a sustainable material (like timber) and its manufacture has a larger carbon footprint. Neither does it have the biodegradable qualities of timber when redundant, creating an environmental landfill hazard.
- The material cannot reproduce profiles and detailing of traditional joinery
- The material is not as easy and economic to repair as timber
- The variety can destroy the visual harmony of the streetscene, particularly if windows do not replicate the traditional opening arrangement (e.g. top-hung opening 'sash' windows)
- Historic timber was often slow-grown and is therefore of better quality than more modern timber and is therefore worth retaining where possible.

NB: All complete window replacements are required to achieve minimum insulation values – please consult Building Control. However, in the interests of conservation, local authorities are empowered to relax the requirements under Building Control Regulations when considering proposals for the restoration or conversion of historic buildings.



## Appendix 5: Contact details and further information

### Broads Authority

Address: The Broads Authority, Yare House, 62 – 64 Thorpe Road, Norwich NR1 1RY

Telephone: 01603 610734

Website: [www.broads-authority.gov.uk](http://www.broads-authority.gov.uk)

Email: [planning@broads-authority.gov.uk](mailto:planning@broads-authority.gov.uk)

### Broadland District Council

Address: Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich, NR7 0DU

Telephone: 01603 431133

Website: [www.broadland.gov.uk](http://www.broadland.gov.uk)

Email: [planning@broadland.gov.uk](mailto:planning@broadland.gov.uk)

### Norfolk Historic Environment Service

Address: Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH

Tel: 0344 800 8020

Website: [Archaeology and historic environment - Norfolk County Council](http://Archaeology and historic environment - Norfolk County Council)

Email: [hep@norfolk.gov.uk](mailto:hep@norfolk.gov.uk)

# Appendix 2

## Halvergate and Tunstall Conservation Area Appraisal Consultation responses (14 April – 9 June 2023)

Organisation / Individual	Method of response	Comments / Questions	Action
Resident	Telephone	Does the document change things with new development, allowing more or less?	Responded to discuss and informed that it neither promotes or prevents development but helps to guide it to ensure any development protects and enhances the CA.
Resident	Telephone	<ul style="list-style-type: none"> <li>• Checked that we had the War Memorial as listed and asked whether the new memorial being installed would automatically be listed.</li> <li>• Talked about the problem of the re-damaged cottage near the pond and asked which the building of local interest was on that site? Suggested maps would be helpful.</li> <li>• Said the document is 'not too bad'.</li> </ul>	Responded: <ul style="list-style-type: none"> <li>• Explained new memorial would not automatically be listed and about the '30 Year Rule' for listing.</li> <li>• BDC will be working with the owner of Stone Cottage regarding its repair.</li> <li>• The locally listed building referred to is at Pond Cottage, which is not the building next to the pond (Stone Cottage) as is often assumed, but is opposite. A plan showing the location of the locally listed buildings will be provided.</li> </ul>
Resident	Email	<ul style="list-style-type: none"> <li>• Does the document change the conservation status of the village?</li> <li>• Mention of extensions to area, page 32?</li> <li>• Why are proposed management and enhancements all responsibility of parishioners rather than statutory bodies?</li> <li>• Additional areas for improvement identified.</li> <li>• Reference to overhead cables is removed and these are still a problem.</li> </ul>	<ul style="list-style-type: none"> <li>• No.</li> <li>• This is an error. To be deleted. There are no extensions proposed.</li> <li>• Clarify that we cannot make anyone (parishioners or public bodies) do anything. They are suggestions.</li> <li>• Agree with suggestions re street signage, Highways contacted and suggestion added to document</li> <li>• Include reference to overhead cables</li> </ul>

Organisation / Individual	Method of response	Comments / Questions	Action
John Percival, Historic Environment Senior Officer (Strategy and Advice), Norfolk County Council	Email	<p>We have no comments on the substantive content of the Conservation Area Appraisal, which is thorough and professional.</p> <p>The document would perhaps benefit from a plan or plans showing the undesignated heritage assets (locally listed buildings) listed in Appendix 2.</p>	<p>Noted.</p> <p>Maps and plans to be provided in final document.</p>
Resident	Email	<ul style="list-style-type: none"> <li>• The stream that runs from Moulton Road to Damgate, Acle should be protected and enhanced by an extension to the conservation area.</li> <li>• It is an area of beauty and carves the landscape</li> <li>• Further development on the western side of the village could damage its ecosystem.</li> <li>• Believes further development may be planned near Church Avenue which would put the stream at risk.</li> <li>• Maps, aerial images and photos provided</li> </ul>	<ul style="list-style-type: none"> <li>• Although this is clearly a historic stream, which would appear to create an attractive environment and presumably has ecological benefits, it is not considered to be of sufficient 'special architectural or historic interest' to extend the CA to cover it (para 191 NPPF).</li> <li>• Discussed with BDC (as it is within their area) and they agree. Should a planning application for development in the area be submitted, there will be a public consultation period and this matter can be raised then.</li> <li>• A sentence will be added to CAA doc to highlight the significance of the stream on the wider setting of the CA.</li> </ul>

Organisation / Individual	Method of response	Comments / Questions	Action
Resident	Email	<ul style="list-style-type: none"> <li>• (Page 15): "...the erection of the Primitive Methodist Chapel on Squires Road..." - Was the road called Squires Road in 1878, at the time the Chapel was constructed? Squires Road today is located approx. 100 m further to the west;</li> <li>• (Page 15) : "...the National School on Marsh Lane, built in 1854 alongside a teacher's residence." - This building was not located on Marsh Lane but on Moulton Road, at the western end of the village. The confusion probably arises because Marsh Lane was the location of the new school built after the Moulton Road building was destroyed by fire in 1929. The former teacher's residence is today a private dwelling, Spring Cottage.</li> </ul>	Checked and document amended.
Janine Dykes, Historic England	Letter	No detailed comments but suggest considering Article 4s, inclusion of a glossary and reference to S106/ CIL money for enhancements in Management Plan.	<ul style="list-style-type: none"> <li>• Article 4s considered but not considered appropriate.</li> <li>• Glossary to be included.</li> <li>• Reference to S106 / CIL added.</li> </ul>
Resident	Letter	<ul style="list-style-type: none"> <li>• The purpose and aims of document have our full support.</li> <li>• greater clarity needed across the community (needing wider publicity/communication?) on the aspects that require permissions and those that may or may not be allowed under Permitted Development Rights – and where best to go to for advice.</li> </ul>	<p>Noted.</p> <p>Clarified further in document</p>



Organisation / Individual	Method of response	Comments / Questions	Action
		<ul style="list-style-type: none"> <li>• use of 'Materials' in the conservation area, where there are all too many 'not in keeping' examples.</li> <li>• There is a degree of uncertainty over the respective roles of the Broads Authority and Broadland District Council.</li> <li>• the 'Barn at Tunstall Hall' (a Proposed Inclusion to the Broads Local List) is not part of this property. The barn in question is owned by the neighbouring farm</li> <li>• In reference to this Barn, on page 18, the date on the date stone is shown as '18??', 1830 confirmed.</li> <li>• Could 'Tunstall Hall' be given that name throughout, excluding the older alternatives - 'Hall Farm' and 'Hall Farmhouse'?</li> <li>• A plan is drawn in the 'Tunstall' section on p26 to the significance of Tunstall church, its surroundings and approaches. Elsewhere, in Appendix 4 (page 36) reference is made to the importance of ground surfacing and the conservation of non-surfaced areas. With these points in mind, who is responsible for the maintenance of the thoroughfares on each side of the green triangle in front of Tunstall church? As a result of vehicular activity on all three sides the area of green triangle is diminishing through tyre erosion and the non-surfaced side</li> </ul>	<p>Clarified in document</p> <p>Section added to document</p> <p>Clarified in document and historic association with Tunstall Hall explained</p> <p>Amended</p> <p>Amended with explanation that listed with different name</p> <p>Recommended as an enhancement</p>

Organisation / Individual	Method of response	Comments / Questions	Action
		<p>nearest the church is deeply ruined. The whole becoming untractable and part difficult to walk over in both dry and wet conditions.</p> <ul style="list-style-type: none"> <li>A widespread concern in the community is the state of ill-repair and lack of maintenance of Stone Cottage, its outbuildings (one now falling into the pond) and grounds in general. What pressure and/or grant support can be brought to bear to rectify its condition?</li> </ul>	<p>Discussed with BDC and explained the strength of public feeling about the building's state of repair. Repairs to the building are underway.</p>
Resident	Letter	<ul style="list-style-type: none"> <li>Sees the Management and Enhancement proposals as employees from Local Authority giving their personal observations about aspects of the village and placing additional liabilities on owners / the community. Suggestions should come from the community. Disagrees with the proposals.</li> <li>The CA was established with the specific intention of protecting the villages from inappropriate development by a specific developer. It has served its purpose and does not need 'gold plating' and should not hinder appropriate development.</li> </ul>	<ul style="list-style-type: none"> <li>Management and Enhancement proposals are important part of CAA. Explain their purpose. Consider removing from the list the bar in front of the bench and bench / notice board by pond. Amend description for railings around paddock near village sign. The purpose of speaking to the parish and consulting on the documents is to obtain the views of local residents, hence why we were consulting and will be amending the document where appropriate. Professional not personal opinions.</li> <li>The document is not intended to hinder appropriate development. It is not being 'gold-plated' just brought up to standards set out in current good practice</li> </ul>
Resident	Drop-in event	<p>Could the colours on the 'character area' map be more transparent or the base plan more clear so that you can see the buildings / street layout better?</p>	<p>Amendments made to mapping.</p>

Organisation / Individual	Method of response	Comments / Questions	Action
Resident	Drop-in event	The barn at Tunstall is no longer owned by Tunstall Hall	Noted
Various	Drop-in event	Several queries re: how we would make people carry out management / enhancement proposals, who was responsible and how they would pay. (Think part of the issue was that people hadn't read the actual document and just the leaflet).	<ul style="list-style-type: none"> <li>• Check wording and clarify.</li> <li>• Stress potential to enable grant applications etc if management / enhancement proposals are identified in the CAA document.</li> <li>• Change design of leaflet for next CAA.</li> </ul>
Various	Drop-in event	<ul style="list-style-type: none"> <li>• Lots of concern re grade II listed Stone Cottage and its condition following fire damage and very slow progress with repairs.</li> <li>• Focal point in village.</li> <li>• Also concern re: the outbuilding that has collapsed into the pond.</li> <li>• BDC should use powers to resolve.</li> </ul>	<ul style="list-style-type: none"> <li>• We have discussed with BDC</li> <li>• They are in contact with the building owner and repairs are progressing</li> </ul>
Resident	Drop-in event	Inappropriate for us to be suggesting there should be a village notice board and bench by the pond. There is already a notice board outside the church.	This has been removed as a Management and Enhancement proposal from the CAA.
Resident	Drop-in event	A bench by the pond might encourage kids to loiter and anti-social behaviour.	This has been removed as a Management and Enhancement proposal from the CAA.
Resident	Drop-in event	Is the forecourt to the Red Lion pub that bad? Should it be included as a Management and Enhancement proposal?	This has been checked. Its condition is poor and could relatively easily be improved and enhance the conservation area and the setting of the grade II listed building. It is being retained in the document.

Organisation / Individual	Method of response	Comments / Questions	Action
Resident	Drop-in event	Enhancement areas have been controversial.	<ul style="list-style-type: none"> <li>Comments have been considered and amendments made where appropriate.</li> <li>More explanation will be provided in the document as to their purpose, the benefits of including them and the fact that it is a legal requirement to include them in the document.</li> </ul>
Resident	Drop-in event	Railings around paddock to the north of War Memorial – these are very old – early 1800s? The age and condition of the railings are part of the character of the area. Hold memories for residents. Would not like to see them looking all spick and span as this would change their character.	Noted. Amendments made to text to suggest like for like repair / replacement of sections where appropriate.
Resident	Drop-in event	Pond not owned by Parish. Owners details provided.	Noted.
Resident	Drop-in event	The bench with the railing in front of it is called the Coronation Bench (installed at last coronation). Has always had the bar in front of it which was installed for safety reasons and again people feel fond of it and would be reluctant to see it removed. What would the benefit be in it being removed?	Noted. The specific suggestion to remove the safety bar has been removed and re-worded to suggest that the area could be enhanced.
Resident	Drop-in event	Entrance to village- condition of signs etc (Marsh Road) – what enforcement powers are there relating to that.	Noted and agreed. No specific enforcement powers but the issue will be flagged up with Highways and included in the CAA.
Resident	Drop-in event	Pro conservation area. Could the Parish try to get the conservation area status overturned as some on the PC are not keen on it?	Noted and explained that it would be hard to remove the CA status.
Resident	Drop-in event	The poor condition of the Red Lion PH roof was flagged up	Already included as a Management and Enhancement proposal in the CAA.



Organisation / Individual	Method of response	Comments / Questions	Action
Various	Drop-in event	Several comments opposing new development opposite Village Hall	In BDC area and reported to them. Not relevant for the document as outside the CA.
Resident	Drop-in event	Pro-new development opposite village hall.	In BDC area and reported to them. Not relevant for the document as outside the CA.
Resident	Drop-in event	Could we list contacts for grants at the end of the document?	Not considered appropriate, as grant sources change regularly and it would be dependent on what sort of works were to be covered by the grant.
Resident	Drop-in event	Issues with people parking on the roads making it hard for farm vehicles to pass and then having to go onto banks / verges and damaging them.	Comment added to CAA.
Resident	Drop-in event	Importance of trees and spaces between development	Already highlighted in document.
Resident	Drop-in event	Importance of views across the marshes from Wickhampton Road and The Street	Already in document.
Resident	Drop-in event	There were some green areas highlighted on a map in the previous document – some of which were just gardens and don't think should have been included. Checking this won't be in new document?	No.
Resident	Drop-in event	The trees are not maintained in the village.	<ul style="list-style-type: none"> <li>• Included as Management and Enhancement proposal.</li> <li>• Contact NCC re maintenance of any street trees.</li> </ul>
Various	Drop-in event	Issue of condition of churchyard wall raised a number of times but also flagged up the lack of funds to repair it and conflict with trees that they wouldn't want to be lost.	Included as Management and Enhancement proposal.

## Proposed Local Listings in Tunstall and Halvergate consultation responses

Organisation / Individual	Method of response	Comments / Questions	Action
Resident	Telephone	Confusion as to why phone box in Tunstall was being listed and not the one in Halvergate?	Responded to confirm the K6 box in Halvergate is already listed and it is proposed to Locally List and not list the box in Tunstall.
Resident	Email	Confusion re telephone boxes and listing / local listing.	Responded to confirm the K6 box in Halvergate is listed and it is proposed to Locally List and not list the box in Tunstall.
Resident	Letter	<ul style="list-style-type: none"> <li>Concern re inclusion of Broads Local List. Buildings of significance already covered by listing. Local List is a precursor to National Listing.</li> <li>Objects to adding barn at Manor House, Tunstall to the Local List. Already has a level of protection and amalgam of old and new and is redundant.</li> <li>Which outbuildings at Manor Farm do we intend to include in the Local List? Already curtilage listing? The buildings are of no architectural merit and have no agricultural function.</li> <li>Which barn at Tunstall Hall is being referred to? Why should it be placed on Local List. None of the barns are owned by Tunstall Hall so why is this association made? No permission was granted to take photos but a photo appears in the appraisal document.</li> </ul>	<ul style="list-style-type: none"> <li>Local listing is not a precursor to national listing.</li> <li>The barn and other outbuildings would not be considered curtilage listed and given their group value with the listed building, farm and wider CA they should be LL.</li> <li>Clarify which barn at Tunstall Hall to east of front garden of Tunstall Hall (map will be provided in document). It was historically associated with Tunstall Hall. Photo is not in the Conservation Area Appraisal but was used on a display at Halvergate Village Hall. Apologies to be sent as permission should have been sought as photo taken on private land.</li> <li>The local listing of the Tunstall phone box would not impose obligation re maintenance. Our assessment suggests that the phone box does have some significance and contributes to the character of the area.</li> <li>Pond Coaches – our assessment suggests suitable for LL. Very little additional bureaucracy.</li> </ul>

Organisation / Individual	Method of response	Comments / Questions	Action
		<ul style="list-style-type: none"> <li>• K6 telephone in Tunstall, local listing would impose obligation on maintenance. Not aesthetically or architecturally important. Local opinion is not uniformly supportive of their retention.</li> <li>• Pond Co. ages are protected by the CA/ Local Listing serves no useful purpose except another level of bureaucracy where changes to meet energy needs etc of residents will be required.</li> <li>• Objects to Local Listing.</li> </ul>	<ul style="list-style-type: none"> <li>• Should be noted that all the buildings proposed for LL were identified as buildings of Local Interest in the last CAA – in fact we have reduced the number of buildings. Not our personal observations but professional opinions.</li> <li>• We have met with the objector, who does not want to formally object but wanted to ensure the issues they raised were understood.</li> </ul>

# Planning Committee

15 September 2023

Agenda item number 10

## Tree Preservation Order- Tealby, 78 Lower Street, Horning

Report by Historic Environment Manager

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### Summary

It is proposed that Members are provided with a site visit for a provisional Tree Preservation Order (TPO) that has been served on 1 x Scots Pine. Objections from the applicant have been received. It is the Authority's practice for Members to undertake a site visit prior to considering a TPO where an objection has been raised.

### Recommendation

That Members of the Planning Committee undertake site visit on the 29 September and that the provisional TPO is then taken to the next Planning Committee on 13 October for consideration.

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## 1. Background

- 1.1. As part of its obligation as a Local Planning Authority (LPA), the Broads Authority is required to serve Tree Preservation Orders (TPOs) on trees which are considered to be of amenity value and which are under threat. There are criteria set out in The Town and Country (Tree Preservation) (England) Regulations) 2012 against which a tree must be assessed in order to determine whether it meets the threshold for protection.
- 1.2. This report explains how this process has been carried out in respect of one tree at Tealby, 78 Lower Street, Horning (BA/2023/0011/TPO).

## 2. Tree Preservation Order procedure

- 2.1. There are two prerequisites which must be met for a tree to be considered for protection through a TPO. Firstly, the tree must be of amenity value, and secondly it must be under threat. There are many trees in the Broads (and elsewhere) which are of sufficient amenity value to qualify for TPO status, but which are not covered by a TPO as they are not under threat. The TPO process is not a designation like, for example, a Conservation Area which is made following an assessment of particular character, but is effectively a response to a set of circumstances.

- 2.2. Typically, the consideration of a tree for a TPO designation will arise in connection with a development proposal, either through a formal planning application or a pre-planning application discussion. At a site visit or when looking at photos or other visual representation, a case officer will see there is a tree on the site which is potentially of amenity value and under threat from the proposed development and this will trigger the TPO process. The case officer will consult the Authority's arboricultural adviser and he will visit the site and make an assessment of the tree under the 2012 Regulations. If the tree is considered to meet the criteria in the Regulations then a provisional TPO will be served.
- 2.3. After a provisional TPO has been served there is a consultation period, which gives the opportunity for the landowner and other interested parties to comment on it.
- 2.4. The Regulations require that a provisional TPO must be formally confirmed by the LPA within 6 months of it being served; if it is not confirmed then it will lapse automatically.
- 2.5. The Authority's scheme of delegation allows provisional TPOs to be served under delegated powers and for non-controversial TPOs (i.e. where no objections have been received) to be confirmed by officers under delegated powers.
- 2.6. Where an objection has been received as part of the consultation process, Members undertake a site visit to view the tree prior to making a decision on the confirmation.

### **3. Potential Tree Preservation Order at Tealby, 78 Lower Street, Horning**

- 3.1. The subject tree is a Scots Pine.
- 3.2. The site is located at Tealby, 78 Lower Street, Horning, within the Horning Conservation Area. The site comprises land to the west of Lower Street on an island between the River Bure and an inlet. The island contains a number of residential properties, including Tealby. The tree is located to the east of the site towards the inlet and is considered to be a good early mature / mature specimen in a good condition with high growth potential.
- 3.3. The applicant submitted a formal application for Works to Trees in a Conservation Area to do works to eight trees on the site. The proposed works to seven of the trees was considered acceptable, but the proposal to remove the Scots Pine (T8) was not. The applicant believes that the tree, which does have a lean, appears to have moved due to the wet ground conditions and poor root formation and is therefore hazardous. The Broads Authority's arboricultural consultant does not agree and has met with the applicant's tree surgeon to discuss suitable remedial works but a revised Works to Trees in a Conservation Area application has not been received.
- 3.4. On 25 May 2023 a provisional TPO was served on the tree. This must be confirmed by 25 November 2023.



- 3.5. On 08 June 2023 an email objecting to the TPO was received from the applicant. The grounds of the objection are that the tree presents a danger to the neighbouring property and attempting to make it safe without felling it would place an unreasonable burden on the owners.

## 4. Next steps

- 4.1. The Authority's practice is for the Planning Committee to undertake a site visit before confirming any TPO where an objection has been received as part of the consultation process.
- 4.2. It is the practice of the Authority to append a Statement of Case, setting out the representations made and the Authority's response so that Members are clear on the issues to be considered. A Statement of Case for the site is attached as an Appendix.
- 4.3. The Planning Committee will be provided with a site visit on 29 September 2023 that will enable them to see the tree within its context.
- 4.4. A further report will be presented to the 13 October 2023 meeting of the Planning Committee with recommendations for consideration regarding the confirmation of the TPO.

## 5. Recommendation

- 6.1 That Members receive a site visit of the site which has been the subject of the provisional TPO.

Author: Kate Knights

Date of report: 05 September 2023

Background papers: BA/2023/0011/TPO and BA/2023/0009/TPO

Appendix 1: Statement of Case

Appendix 2: Location map

# Appendix 1 – Statement of Case – Provisional TPO at Tealby, 78 Lower Street, Horning

## 1. Introduction

- 1.1. It is the Authority's practice to provide Members with a Statement of Case, outlining the issues under consideration.
- 1.2. A single objection has been raised to the provisional TPO.
- 1.3. As well as the points raised by the objector and the Authority's response, which are set out in the table below, there are other considerations:
  - The tree is an early mature tree and as such will have some longevity of life;
  - The tree is considered to contribute to the visual amenity of the area and is therefore of benefit to the general public;
  - the tree increases resilience to climate change and improves air quality in the area,
  - the tree aids biodiversity and encourages wildlife.

## 2. Representations and responses

- 2.1. The issues raised by the objector and the Broads Authority's Tree Consultant's response are set out below:

No.	Representation	Response
1.	The owner is particularly concerned that, given the low lying and wet nature of the ground, the root system may be essentially flat and the tree may not be stable. Our primary concern is for safety, and we have therefore asked our tree surgeon to review the condition of the tree and advise further on what works may be required.	Having inspected the tree again following the most recent email from the owner, it is clear that the tree has grown with the lean, likely in response to an adjacent tree that has subsequently been removed. The morphology of the tree confirms this. Given this the tree will have adapted its root growth to accommodate the lean. I am still of the opinion that the tree is not an immediate risk to persons and property in the immediate vicinity and feel that it is appropriate to confirm the order.
2.	The tree presents a danger to the neighbouring property, and attempting to make it safe without felling it would place an	As stated above, the morphology of the tree indicates that it has grown with the lean and there are no signs of active movement or progressive leaning of the

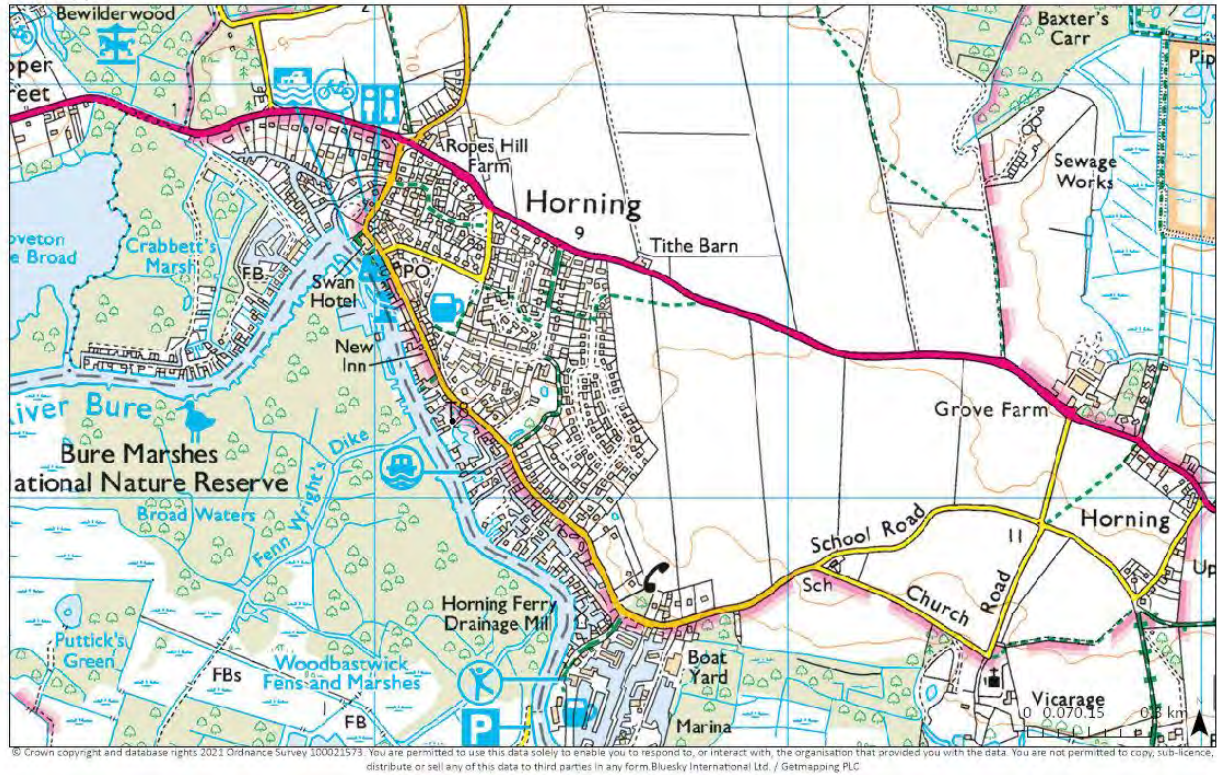
No.	Representation	Response
	unreasonable burden on ourselves.	tree. Given this I believe the tree is not an immediate risk to persons and property in the immediate vicinity.

- 2.2. Members should consider this Statement of Case when carrying out the site visit and when considering whether to confirm the TPO.

## Appendix 2 – Location map

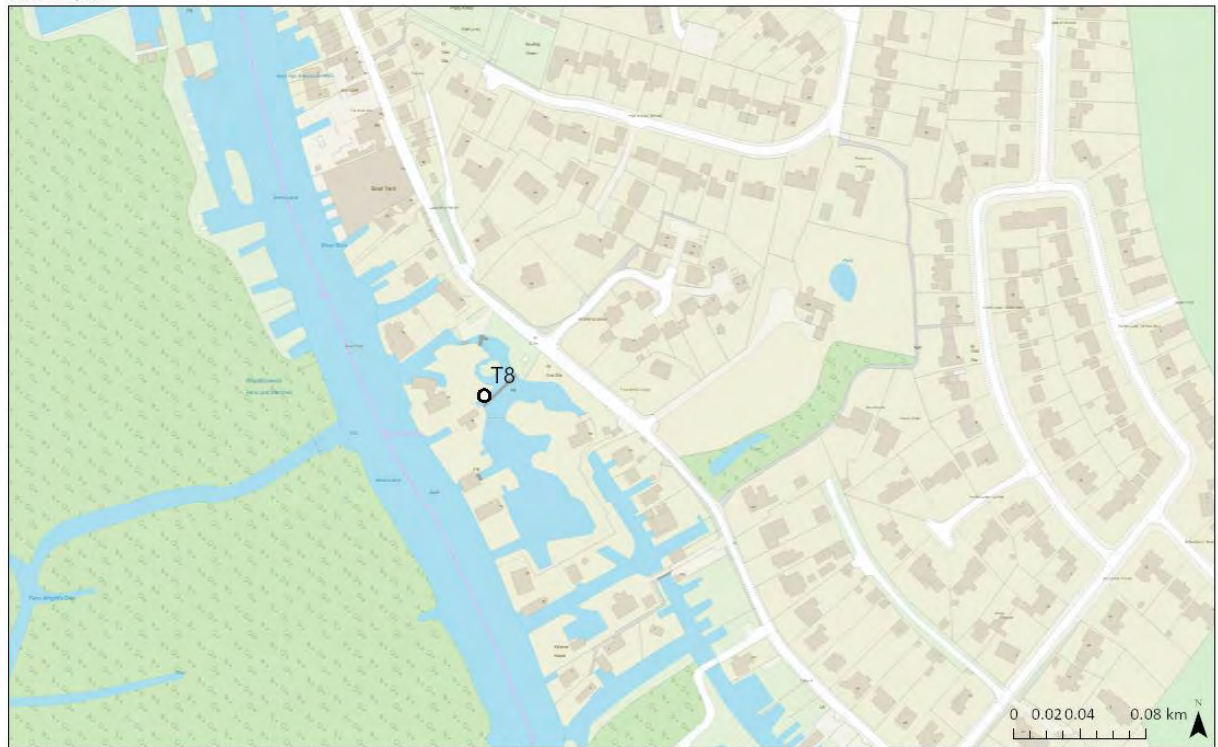
BA/2023/0011/TPO

Scale: 1:10,000



BA/2023/0011/TPO

Scale: 1:2,500



# Planning Committee

15 September 2023

Agenda item number 11

## Local Plan- Local Development Scheme

Report by Planning Policy Officer

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### Summary

The timeline for the production of the Local Plan for the Broads sets out key stages and aims for submission by June 2026.

### Recommendation

To endorse the Local Development Scheme.

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## 1. Introduction

- 1.1. The Local Development Scheme (LDS) is the timetable for the production of the Local Plan and other related documents. It sets out the anticipated month and year for each key stage of the Local Plan production. The LDS is reviewed and updated as key stages are reached and brought before Planning Committee for information and endorsement.

## 2. Changes to the Planning System

- 2.1. Members will be aware of the Government's [consultation on the changes to the Planning System](#) that is currently out for comment. A report outlining the proposed changes, with a recommendation of comments to be submitted, can be found elsewhere on this agenda.
- 2.2. The proposed transitional arrangements to the new planning system are relevant to the LDS. The Government has stated that Local Plans being produced under the current planning system must be submitted for Examination by the end of June 2025, with Examination and Adoption completed by the end of 2026. The consultation states:  
  
“We confirm our intention that the latest date for plan-makers to submit local plans, minerals and waste plans, and spatial development strategies for examination under the current system will be 30 June 2025. We also confirm our intention that those plans will, in general, need to be adopted by 31 December 2026. As referred to above, these dates are contingent upon Royal Assent of the Levelling Up and Regeneration Bill, as well as Parliamentary approval of the relevant regulations. However, we are setting this out now to provide planning authorities with as much notice as possible of these dates.”



2.3 The consultation document goes on to state:

“For local plans and minerals and waste plans, this would mean that if an authority were to fail to meet the adoption deadline, or their plan were to fail at examination or be withdrawn, they would, in general, be required to commence preparation of a new-style plan immediately.”

### 3. Submission and Examination

- 3.1. The LDS is available at Appendix 1. It schedules the submission for Examination for June 2025. As set out above, if this date is not met, then the Local Plan will need to be produced under the new methodology.
- 3.2. The LDS does not give timings for the Examination stage of the Local Plan as this is out of the control of the Broads Authority. For information, the Examination of the current Local Plan took just over a year, however this was the result of the Inspector becoming unwell part way through the process and this length of time to examine a relatively straightforward plan is unusual.
- 3.3. Given that the deadline for submission under the current process coincides with the proposed date of submission, it will be necessary to monitor progress of the plan closely and to update the LDS promptly. This will ensure that any delay is identified sufficiently early for additional measures to be put in place to address this, or for the LPA to consider preparing the plan under the new system.
- 3.4. It is noted that the changes outlined in the consultation document are currently only proposals. Therefore, at this stage, whilst the timing risk is acknowledged, it is not necessary to consider suspending production of the plan.

### 4. Other documents included in the LDS

- 4.1. The LDS shows the timings for the later stages of producing the Coastal Adaptation Supplementary Planning Document as well as the proposed timings for producing the East Norwich Regeneration Area Supplementary Planning Document.

Author: Natalie Beal

Date of report: 30 August 2023

Appendix 1 – Local Development Scheme (September 2023)

**Local Development Scheme**  
**Timeline for producing the Local Plan for the Broads and Supplementary Planning Documents**  
**Adopted September 2023**

**Local Plan for the Broads**

	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25
Further evidence																										
Preferred Options produced																										
Stakeholder engagement																										
Nav Com																										
PC																										
BA																										
Preferred Options consultation																										
Assess representations																										
Further evidence																										
Submission version produced																										
Stakeholder engagement																										
Nav Com, PC, BA																										
Submission version consultation																										
Assess representations																										
Nav Com, PC, BA																										
Submission																										
Examination																										

**Coastal Adaptation Supplementary Planning Document**

	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	#####	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	#####	Jun-25	Jul-25
Adoption by NNDC, ESC, GYBC																										
Adoption by the Broads Authority		PC		BA																						

**East Norwich Masterplan Supplementary Planning Document**

	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	#####	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	#####	Jun-25	Jul-25
Perparation																										
Consultation																										
Adoption by SNDC and Norwich CC																										
Adoption by the Broads Authority																										

# Planning Committee

15 September 2023

Agenda item number 12

## Housing and Economic Land Availability Assessment

Report by Planning Policy Officer

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### Summary

The Housing and Economic Land Availability Assessment (HELAA) assesses sites put forward for consideration to be allocated in the Local Plan. It assesses residential, residential moorings and some economic land uses.

### Recommendation

To endorse the HELAA as evidence for the Local Plan.

---

## 1. Introduction

- 1.1. The purpose of the HELAA is to provide information on the range and extent of land which could be considered for development to meet the objectively assessed needs identified for housing and economic development in the Broads across the period 2021-2041. The HELAA is a key evidence document which supports the preparation of Local Plans. Its purpose is to test whether there is sufficient land to meet objectively assessed need (OAN) and identifies where this land may be located. The HELAA represents just one part of wider evidence and should not be considered in isolation of other evidence.
- 1.2. The HELAA assesses sites which will be rolled forward to the Local Plan from the 2019 Local Plan as well as new regeneration sites and other sites put forward by landowners through the various Local Plan consultation stages. A call for sites has been completed (at the end of 2022) and sites put forward as part of that are assessed in this HELAA.
- 1.3. Many stakeholders have provided initial comments on the sites and these are included in the document and have helped with the assessment.
- 1.4. The document includes land put forward for residential development, economic land uses as well as for residential moorings. There are also some areas where the area to which a policy applies is proposed to be extended.

Author: Natalie Beal

Date of report: 29 August 2023

Appendix 1 – Housing and Economic Land Availability Assessment (September 2023)

Broads Authority

Housing and Economic Land Availability

Assessment

September 2023

DRAFT

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# 1. Introduction

## 1.1. About this assessment

The purpose of this assessment is to provide information on the range and extent of land which could be considered for development to meet the objectively assessed needs identified for housing and economic development in the Broads across the period 2021-2041. The Housing and Economic Land Availability Assessment (HELAA) is a key evidence document which supports the preparation of Local Plans. Its purpose is to test whether there is sufficient land to meet objectively assessed need (OAN) and identifies where this land may be located. The HELAA represents just one part of wider evidence and should not be considered in isolation of other evidence.

The HELAA for the Broads Authority assesses sites which will be rolled forward to the Local Plan from the 2019 Local Plan as well as new regeneration sites and other sites put forward by landowners through the various Local Plan consultation stages. A call for sites has also been completed (at the end of 2022) and sites put forward as part of that are assessed in this HELAA.

Please note that the order of the sites is as follows: residential dwellings, then residential moorings and then other uses. Within those sections, the sites are then ordered in alphabetical order by Parish/Town.

The NPPF says at para 68 'Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment'.

The NPPG<sup>1</sup> says an assessment should:

- a) identify sites and broad locations with potential for development;
- b) assess their development potential; and
- c) assess their suitability for development and the likelihood of development coming forward (the availability and achievability).

## 1.2. The HELAA Methodology<sup>2</sup>

This HELAA methodology has been agreed by each of the commissioning Local Planning Authorities (LPAs)<sup>3</sup> in line with the Duty to Cooperate. A consistent methodology across the Norfolk area is considered beneficial and will ensure each LPA prepares its HELAA in a consistent way. This will ensure that each of the individual LPAs understand the level of growth that can be planned for and the areas of each District where the growth could be

---

<sup>1</sup> NPPG: <https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment>

<sup>2</sup> HELAA methodology [https://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0025/253294/EB47-Norfolk-HELAA-Methodology.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0025/253294/EB47-Norfolk-HELAA-Methodology.pdf)

<sup>3</sup> Commissioning Local Planning Authorities (LPAs) are: Breckland District Council, Broadland District Council, Broads Authority, Great Yarmouth Borough Council, Borough Council of King's Lynn and West Norfolk, North Norfolk District Council, Norwich City Council, and South Norfolk District Council.

accommodated. At a more detailed level it will also help the LPAs choose the best individual sites to allocate in Local Plans to meet the growth planned.

The HELAA methodology will apply to the local planning authority areas of:

- a) Breckland Council;
- b) Broadland District Council;
- c) Broads Authority<sup>4</sup>;
- d) Great Yarmouth Borough Council;
- e) Borough Council of King's Lynn and West Norfolk;
- f) North Norfolk District Council;
- g) Norwich City Council; and,
- h) South Norfolk Council.

The Consultation for the HELAA methodology was undertaken across the seven districts and the Broads Authority between 21 March and 3<sup>rd</sup> May 2016. The methodology was broadly supported with most comments seeking greater clarity and context.

Please note that the HELAA methodology has also been applied to residential mooring sites. Although the HELAA methodology was not produced with assessing sites for residential moorings in mind per se but has been used. There are some additional considerations for residential moorings, and these are also included in this document.

The Norfolk HELAA Methodology is based on the HELAA used in the preparation of the East Suffolk (Waveney) Local Plan and so there is still consistency between the part of the Broads in Norfolk and that in Suffolk.

### 1.3. NPPG requirements for the HELAA

The NPPG<sup>5</sup> states some core outputs expected from a HELAA to ensure consistency, accessibility and transparency:

<b>NPPG requirement</b>	<b>Place in this document</b>
a list of all sites or broad locations considered, cross-referenced to their locations on maps	<ul style="list-style-type: none"><li>• Contents page.</li><li>• Also see section for each site.</li></ul>
an assessment of each site or broad location, including: <ul style="list-style-type: none"><li>• where these have been discounted, evidence justifying reasons given;</li><li>• where these are considered suitable, available and achievable, the potential type and quantity of development, including a reasonable estimate of build</li></ul>	<ul style="list-style-type: none"><li>• See section for each site.</li></ul>

<sup>4</sup> The Broads Authority area includes a small part of Suffolk, and this methodology is consistent with that used by East Suffolk District Council, formerly Waveney District Council, as they produced the Waveney Local Plan.

<sup>5</sup> <https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment>



NPPG requirement	Place in this document
out rates, setting out how any barriers to delivery could be overcome and when;	
an indicative trajectory of anticipated development based on the evidence available.	This will follow in the Local Plan.

#### 1.4. What the HELAA is and what the HELAA is not

It is important to note that the NPPG says ‘the assessment does not in itself determine whether a site should be allocated for development. It is the role of the assessment to provide information on the range of sites which are available to meet the local authority’s (or, where relevant, elected Mayor or combined authority) requirements, but it is for the development plan itself to determine which of those sites are the most suitable to meet those requirements’. Paragraph: 001 Reference ID: 3-001-20190722.

**Important:** A Housing and Economic Land Availability Assessment does not allocate land for development. That is the role of the Local Plan. The assessment does not determine whether a site should be allocated or given planning permission for development. The inclusion of a site as ‘suitable’ in the assessment does not imply or guarantee that it will be allocated, nor that planning permission would be granted should an application be submitted for consideration.

Including a suitable site with identified development potential within a HELAA document does NOT confer any planning status on the site but means only that it will be considered as part of local plan production for potential development in the future and, where relevant, for potential inclusion on a statutory Brownfield Sites Register. No firm commitment to bring a site forward for development (either by the commissioning local planning authorities or other parties) is intended, or should be inferred, from its inclusion in a HELAA.

#### 1.5. Colour coding used in table.

Turning to the colour coding used in the HELAA. Please refer to the HELAA Methodology<sup>6</sup> for explanations for the colour used.

#### 1.6. Next steps

Following assessment in the HELAA, these sites will be considered in the round as there could be other issues to consider when deciding to allocate or not these sites that are not considered in the HELAA. Another paper will be produced that summarises each site and proposes a way forward for each of them in terms of the Local Plan.

<sup>6</sup> [https://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0025/253294/EB47-Norfolk-HELAA-Methodology.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0025/253294/EB47-Norfolk-HELAA-Methodology.pdf)

## 1.7. Nutrient enrichment and recreational impact issues

In some places in this document, there is reference to nutrient enrichment and recreational impact issues. More information can be found here for [GI RAMS](#) and [Nutrient Neutrality](#). But at the time of writing, in all of Norfolk and parts of Suffolk, a tariff system is in operation to mitigate the impacts of recreation as a result of development. And in terms of Nutrient Neutrality, which applies to parts of Norfolk, at the time of writing (summer 2023), there were no credit schemes in place, but these were being worked up and it is anticipated that by the time the Local Plan is towards the end of its production, mitigation schemes will be up and running. The HELAA refers to these as important considerations but does not consider these to be showstoppers.

## 1.8. 'Indicative Flood Zone 3b'

At the time of producing the Strategic Flood Risk Assessments, not all areas have been modelled for flood risk. In the absence of detailed hydraulic model information, a precautionary approach has been adopted with the assumption that the extent of Flood Zone 3b would be equal to Flood Zone 3a. In the SFRAs, this precautionary approach is represented as a separate layer and is termed 'indicative extent of Flood Zone 3b'. If a proposed development is shown to be in Flood Zone 3, further investigation should be undertaken as part of a detailed site-specific Flood Risk Assessment to define and confirm the extent of Flood Zone 3b. This may require detailed hydraulic modelling. Ordinarily, any development in flood zone 3b would not be considered further in the HELAA, but given the precautionary approach, it is noted if the site is in 3b and that is then a consideration later in the assessment tables; it is not seen as a 'showstopper' currently.

## 1.9. General comments from Norfolk County Council applicable to all Norfolk sites:

Norfolk County Council provided these generic comments for consideration:

### Education

- a. Based on the volume and size of the sites proposed through the call for sites process, Norfolk County Council does not anticipate any issues or significant pressure being placed on local schools.

### Landscape

- a. The Broads is a sensitive Landscape and therefore all development should be carefully considered to ensure that there are no adverse impacts visually to those enjoying the landscape for recreational uses, or adverse impacts on the landscape character itself.
- b. It will be important to ensure that Landscape and Visual Impact Assessments are submitted with any proposals and that these assessments are used to inform the layout, scale and appearance of any proposals. Due to the nature of the landscape and the location of the sites these LVIA's may require sequential viewpoints along lengths of footpath or indeed waterway where the view may be experienced for a period of time

whilst enjoying the route. The assessment of the impact on Landscape should take account of the Broads Landscape Character Assessment and Landscape Sensitivity Study and ensure that any proposals take note of and appreciate the unique set of characteristics and sense of place that form the context of their site.

- c. Scale and massing of any structures is a key consideration in what is broadly a flat, low-lying landscape recognised for its long-distance views. Any proposals which will have an element of visibility in the landscape should carefully consider colour and materials so as to be in keeping with the surrounding landscape. Proposals should, as mentioned above, be designed holistically with the assessment in mind and due to the Broads designation be designed with a landscape first approach.
- d. Broadly speaking we would suggest any proposals which require the removal of landscape features such as woodland, stand-alone trees, hedgerows to be unacceptable. There may be other landscape features such as meadow or grassland which are also important to retain. Where proposals would result in minor losses suitable mitigation should be proposed on site as part of the design and be chosen to reflect the contextual landscape.

#### Heritage

- a. None of the below sites should be excluded from future site allocation on the ground of below-ground archaeology and/or upstanding undesignated heritage assets.

## 2. Broadland Nurseries, Main Road, Ormesby St Michael - Campsite or 25 dwellings

### 2.1. Map of site



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### 2.2. Photos of site





### 2.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	<ul style="list-style-type: none"> <li>a) Some discussions about proposals over the last decade. Marketing of the site is a key consideration.</li> <li>b) In terms of a proposal for housing, the site is outside of a defined development boundary where the principle of new housing is not acceptable. Public transport is poor in this location and there are no facilities within walking distance such as a shop, school, GP surgery etc.</li> <li>c) Some of the site is within Flood Zone 3 and so a site-specific FRA would be required.</li> <li>d) Access into the site is good and so no highway concerns in that regard are anticipated.</li> <li>e) Contamination could be an issue given the previous uses and fertilisers etc.</li> </ul>
Broads Authority Design and Heritage	There are no particular heritage or design constraints.
Norfolk County Council Heritage	Based on currently available information we would recommend conditions for post-consent archaeological mitigation. This may be subject to change due to alterations in baseline information and policy.
Broads Authority Landscape Architect	<p><b>Holiday use</b></p> <p>Considering the potential use of the site for camping and caravanning, other than any alteration or construction of new buildings that might be required to support the use of the site for tourism, would represent a relatively low impact use in landscape terms. Associated infrastructure of access roads and car parking could be minimal and there would be an expectation that the site would be enhanced with planting to provide some privacy and character around individual pitches, this</p>



Stakeholder	Comments
	<p>would likely lead to some ecological and landscape gains to the site when compared to the current use.</p> <p>It is unlikely that a change of use to camping and caravanning would have a negative impact on the frontage or on publicly accessible views around the site, including the Broad itself.</p> <p>The use of the site for tourism could increase the level of activity and noise on the site, and some additional lighting, although it is considered that this could be controlled through the planning process.</p> <p>Overall, I do not think that the use of the site for camping and caravanning would lead to any negative effects on the visual and landscape qualities of the site and its surrounding context, and arguably could improve the current condition and quality of the landscape fabric itself if a tourism proposal were to include sufficient supplementary planting.</p> <p><b>Residential use</b></p> <p>The potential use of this site for residential would result in the introduction of a number of elements not currently characteristic with the edge of broad setting around Rollesby and Ormesby Broad. Considering the existing settlement pattern of Ormesby St Margret and along the A149 generally, it would be unusual and out of character for the settlement to intensify directly alongside the broads. With regard to potential number of dwellings suggested at 20-25, although this would not represent high density given the size of the site, when compared to the adjacent grouping of dwellings (accessed partly off Burgh Wood Road), this sits around 13-15, so the proposed use of the Broadland Nurseries site would result in a residential development of significant size by comparison.</p> <p>Any proposal for residential dwellings in this location would result in readily visible changes to the site frontage, whilst there are a number of access points already present on the A149/ Main Road, and it might be possible to utilise these with a layout set further within the site, this kind of development pattern is not characteristic of that within the Landscape Character Area. The site falls within LCA 26 (Muck Fleet Valley - The Trinity Broad) and the settlement pattern of development is specifically referred to within the LCA '<i>Residential settlement can be found to a limited extent within the character area tends to be linear in form along the A149 and A1064</i>' this linear settlement is traditionally one plot deep to the east of the Broad, with access directly off Main Road.</p> <p>The use of the site for residential could have some impacts on tranquillity and rurality around the broad, additional lighting would also need consideration. The introduction of numbers of residential dwellings in the region of 20-25 homes, would represent a significant increase in built form and have some urbanising effect, even if development was limited to single storey buildings. This would likely</p>

Stakeholder	Comments
	have a long term, permanent (i.e., not easily reversible) negative effect on the setting of the broad and the edge character of the village.
Norfolk County Council Highways	<p>a) The site is remote from local service provision, reliant on limited local service provision in adjacent tertiary villages/settlements but does have direct access onto the main highway network but reliant on the private motor vehicle as the primary mode of transport with limited scope for a modal shift.</p> <p>b) Having regard to the current permitted use a small-scale residential development with appropriate highway access is unlikely to give rise to any severe detrimental impact in highway terms.</p>
Norfolk County Council – Lead Local Flood Authority.	<p>a) Application form states that the site is not affected by flood risk. This is incorrect. The site is in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</p> <p>b) Safe access and egress must be considered</p>
Anglian Water Services	<p><b>Utilities Capacity:</b> Advise developer to liaise with Anglian Water regarding infrastructure requirements and capacity of the vacuum sewer to accommodate the development. Caister Pump Lane WRC - currently capacity available.</p> <p><b>Utilities Infrastructure</b> This is an area served by a vacuum sewer - specific guidance applies as only 4 properties can connect to a vacuum pot. No surface water connections. SuDS will be required. Two vacuum collection chambers and rising main located on the site.</p>
Great Yarmouth Borough Council	<p>a) Small village with limited range of village amenities (classified as a 'Secondary Village' in our existing Local Plan)</p> <p>b) Greater range of amenities, services at Ormesby St Margaret ('Primary Village') e.g., shops, infant/junior school, doctor surgery – however over 2.5km walking distance from site. Footpath connections between the two villages, but unlit. Reliance upon car would be likely to access these facilities than other more sustainable modes.</p> <p>c) Site falls within Ormesby (St Margaret) Infant and Junior school catchments. There are identified future capacity issues at both schools when current GY Local Plan growth is factored in. Particularly the junior school. Both schools do not have room for future expansion.</p> <p>d) There are highway capacity issues along the A149 through Ormesby St Michael. We received NCC comments as part of our submission SA on another site in St Michael, east of the waterworks (see screenshot below). NCC commented that the road network was unsuitable and couldn't accommodate additional development.</p>

Stakeholder	Comments
	<p>e) The Broadland Nurseries site is wholly within FRZ2, and partly FRZ3 (western half). Note that your CfS submission response says it is not in an area of Flood Risk. This is incorrect.</p> <p>f) There are known surface water capacity issues within the area – as highlighted to us via Anglian Water.</p>
Broads Authority Ecologist	<p>a) Very close to Rollesby Broad &amp; the Trinity Broads SSSI/Broads SAC</p> <p>b) Direct impacts on site through increased residential proposal</p> <p>c) Ditches mentioned adjacent to site – hydrological connection likely</p>

#### 2.4. Site assessment – residential dwellings:

<b>Site address: Broadland Nurseries, Main Road, Ormesby St Michael</b>		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.		<b>Suggested through call for site.</b> <b>History of discussions about potential for the site.</b> <b>Planning Application received for campsite but withdrawn due to some stakeholder objections.</b>
<b>Site Size (hectares)</b>		<b>1.33 hectares</b>
<b>Greenfield / Brownfield</b>		<b>Brownfield.</b>
<b>Ownership (if known)</b> (private/public etc.)		<b>Private</b>
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>		<b>No</b>
<b>National Nature Reserve</b>		<b>No</b>
<b>Ancient Woodland</b>		<b>No</b>
<b>Flood risk zone 3b</b>		<b>Indicative flood zone 3b.</b>
<b>Scheduled Ancient Monument</b>		<b>No</b>
<b>Statutory Allotments</b>		<b>No</b>
<b>Locally Designated Green Space</b>		<b>No</b>
<b>At risk from Coastal Erosion</b>		<b>No</b>
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>25 dwellings.</b>		
<b>Density calculator</b>		<b>18.80 dwellings per hectare</b>
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score</b> red/amber/green	<b>Comments</b>

Access to site		Vehicles currently access the site. No concerns raised during stakeholder consultation. Specific access requirements or improvements will be finalised as part of any planning application.
Accessibility to local services and facilities		Key services are 3km away. Footway on both sides of the road. There is a bus stop nearby, but it seems there is not a peak hour service in the morning to a higher order settlement.
Utilities Capacity		Generally acceptable although detail regarding sewerage disposal required. There are known surface water capacity issues within the area
Utilities Infrastructure		
Contamination and ground stability		The land has been used for horticulture and may therefore be contaminated from fertiliser for example.
Flood Risk		Land in flood zone 2 and indicative 3b.
Coastal Change		
Market Attractiveness		Other than limited services and facilities nearby, has potential to be attractive as a place to visit and live as it is an area in the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Within the Broads. There are buildings around the site. The site is built up already, albeit glasshouses and storage. The potential use of this site for residential would result in the introduction of a number of elements not currently characteristic with the edge of broad setting around Rollesby and Ormesby Broad. This would likely have a long term, permanent (i.e., not easily reversible) negative effect on the setting of the broad and the edge character of the village.
Townscape		
Biodiversity and Geodiversity		SSSI and SAC next to the site. Would need to mitigate from recreation impacts. In terms of Nutrient Enrichment, the mains drainage flows to Caister Pump Lane Water Recycling Centre which is out of scope for Nutrient Neutrality. Scheme would need to mitigate for recreation impacts. Deciduous woodland borders site. Not on peat.
Historic Environment		
Open Space		

Transport and Roads		A small-scale residential development with appropriate highway access is unlikely to give rise to any severe detrimental impact in highway terms.	
Compatibility with neighbouring / adjoining uses			
<b>Local Plan Designations (add further lines as required)</b>			
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>	
None			
<b>Availability Assessment (will require liaison with landowners)</b>			
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	Part of the site was marketed as part of the marketing exercise. Not currently being marketed.		
When might the site be available for development (tick as appropriate)	Immediately	✓	
	Within 5 years	✓	
	5-10 years		
	10-15 years		
	15-20 years		
	Comments:		
Estimated annual build out rate (including justification):		<b>7 per year.</b>	
Comments	<b>Presumed it will take 3 or 4 years to complete the development.</b>		
<b>Achievability (including viability)</b>			
Comments	Agent says 'There are interested developers - the viability of the site is a function of the selling price. I have no doubt that a negotiated purchase can be achieved at this site'.		
<b>Overcoming Constraints</b>			
Comments	Development not able to overcome access to services and facilities constraints or landscape/townscape character concerns. Site specific flood risk assessment a requirement which could include surface water concerns. Contamination investigation likely to be required with potential remediation work. Highways access a consideration. GI RAMS – payment likely.		
<b>Trajectory of development</b>			
Comments	Delivered within 5 years.		
<b>Barriers to Delivery</b>			
Comments	Potentially flood risk. Access to services.		



	Landscape impact.
<b>Conclusion (e.g., is included in the theoretical capacity)</b>	
According to the HELAA assessment, the site is not suitable for residential development.	

## 2.5. Site assessment – campsite:

Site address: Broadland Nurseries, Main Road, Ormesby St Michael		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.		<b>Suggested through call for sites.</b> <b>History of discussions about potential for the site.</b> <b>Planning Application received for campsite but withdrawn due to some stakeholder objections.</b>
<b>Site Size (hectares)</b>		<b>1.33 hectares</b>
<b>Greenfield / Brownfield</b>		<b>Brownfield.</b>
<b>Ownership (if known)</b> (private/public etc.)		<b>Private</b>
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>		<b>No</b>
<b>National Nature Reserve</b>		<b>No</b>
<b>Ancient Woodland</b>		<b>No</b>
<b>Flood risk zone 3b</b>		<b>Indicative flood zone 3b.</b>
<b>Scheduled Ancient Monument</b>		<b>No</b>
<b>Statutory Allotments</b>		<b>No</b>
<b>Locally Designated Green Space</b>		<b>No</b>
<b>At risk from Coastal Erosion</b>		<b>No</b>
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>Campsite</b>		
<b>Density calculator</b>		<b>N/A</b>
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Access to site		Vehicles currently access the site. No concerns raised during stakeholder consultation. Specific access requirements or improvements will be finalised as part of any planning application.
Accessibility to local services and facilities		Key services are 3km away. Footway on both sides of the road. There is a bus stop nearby, but it seems there is not a peak hour service in the morning to a higher order settlement. As this is a tourism use, the Tourism

		Policy is also considered – this site is not within a development boundary and is not closely associated with an existing visitor attraction or tourism site, holiday dwelling, boatyard or sailing club.
Utilities Capacity		Generally acceptable although detail regarding sewerage disposal required. There are known surface water capacity issues within the area
Utilities Infrastructure		
Contamination and ground stability		The land has been used for horticulture and may therefore be contaminated from fertiliser for example.
Flood Risk		Land in flood zone 2 and indicative 3b.
Coastal Change		
Market Attractiveness		Other than limited services and facilities nearby, has potential to be attractive as a place to visit and live as it is an area in the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Overall, do not think that the use of the site for camping and caravanning would lead to any negative effects on the visual and landscape qualities of the site and its surrounding context, and arguably could improve the current condition and quality of the landscape fabric itself if a tourism proposal were to include sufficient supplementary planting
Townscape		
Biodiversity and Geodiversity		SSSI and SCA next to the site. Would need to mitigate form recreation impacts. In terms of Nutrient Enrichment, the mains drainage flows to Caister Pump Lane Water Recycling Centre which is out of scope for Nutrient Neutrality. Scheme would need to mitigate for recreation impacts. Deciduous woodland on border. Not on peat.
Historic Environment		
Open Space		
Transport and Roads		With appropriate highway access, proposal is unlikely to give rise to any severe detrimental impact in highway terms.
Compatibility with neighbouring / adjoining uses		Some responses to the planning application raised concerns about the impact on neighbouring amenity.

Local Plan Designations (add further lines as required)		
Designation	Policy reference	Comments
None		
Availability Assessment (will require liaison with landowners)		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	Part of the site was marketed as part of the marketing exercise. Not currently being marketed.	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	✓
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):		<b>7 per year.</b>
Comments	<b>Presumed it will take 3 or 4 years to complete the development.</b>	
Achievability (including viability)		
Comments	Agent says 'There are interested developers - the viability of the site is a function of the selling price. I have no doubt that a negotiated purchase can be achieved at this site'.	
Overcoming Constraints		
Comments	Development not able to overcome location concerns. Site specific flood risk assessment a requirement which could include surface water concerns. Contamination investigation likely to be required with potential remediation work. Highways access a consideration. GI RAMS – payment likely. Landscape concerns could be addressed through an application.	
Trajectory of development		
Comments	Delivered within 5 years.	
Barriers to Delivery		
Comments	Potentially flood risk. Access to services.	
Conclusion (e.g., is included in the theoretical capacity)		
According to the HELAA assessment, the site is not suitable for camping and caravanning.		

### 3. Brundall Gardens Marina – Brundall Broad - 10 holiday homes.

#### 3.1. Map of site



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#### 3.2. Photos of site

Actual site not accessible – it is a closed Broad with no access to it. It is surrounded by wet woodland.

#### 3.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	No comment
Broads Authority Design and Heritage	a) Heritage constraints: The site is in relatively close proximity to the grade II* listed Church of St Lawrence but due to the topography and trees between the two sites it is unlikely that there will be impact on the setting of the church.

Stakeholder	Comments
	<p>b) Design constraints: Development here and the loss of carr woodland has the potential for detrimental impact on the character of the wider landscape. Design will need to ensure impact on the landscape is mitigated, including design of buildings and infrastructure. I would have some concern regarding development here.</p>
Norfolk County Council Heritage	<p>Based on currently available information we would recommend conditions for post-consent archaeological mitigation. This may be subject to change due to alterations in baseline information and policy.</p>
Broads Authority Landscape Architect	<p>It seems likely that any development of this nature would result in some loss of the existing woodland (which is presumed to be wet woodland) and this would be negative in terms of existing landscape fabric and character.</p> <p>This area is more isolated in terms of potential views from public access points, however the changes put forward in the submission would potentially be far more readily visible from the river itself as this submission suggests residential moorings and possible extension of quay heading along the frontage to link to Brundall marina. I am also unsure from reading the submission as to how the site would be adequately accessed, golf buggies might be suitable for general access to holiday accommodation, but what about emergency access to any units? This would require more substantial infrastructure which would have a more significant impact on the existing character and landscape fabric that alluded to within the submission.</p>
Norfolk County Council Highways	<p>Notwithstanding the application relate to specific sites, clearly at this location the cumulative effect if all sites are allocated is a material consideration.</p> <p>The sites, whilst located close to Brundall and the local service provision that provides, are remote in terms of accessibility other than by the private motor vehicle. There are no public footpath non-motorised user/pedestrian facilitates provision and links within Brundall.</p> <p>The highway access to Postwick Lane, whilst altered in recent years has restricted visibility due to an adjacent tree and given the allocation proposed, there would be a material increase in traffic movements through the access and could give rise to conditions</p>



Stakeholder	Comments
	<p>detrimental to highway safety. Access improvements in terms of visibility and access width would need to be a consideration to taking development forward.</p> <p>Postwick Lane does allow for two vehicles to pass, but there is no non-motorised provision and clearly the cumulative scale of development proposed will not only increase residential traffic, but service traffic associated with that. Consideration would need to be given to appropriate highway mitigation and non-motorised provision.</p> <p>In terms of individual allocation: Above comments apply in relation to access and non-motorised use, but not considered to give rise to a serve detrimental impact.</p> <p>In terms of the use of the footbridge over the railway and the roads to the north of the railway line, I have no record of any Public Right of Way over the footbridge, and I consider it is a private right for users of the railway – a matter for Network Rail to advise. Likewise, I would advise that West End Avenue and Laurel Drive are private roads outside the jurisdiction of the highway authority and again my records show no Public Rights of Way. It would be for the landowner/owners to grant private rights of access. There could be permissive rights of way, or rights under covenant, but I would not have any record of that. As I understand, permissive access routes are not permanent and there might not be a formal agreement in place, likewise I believe they have to be closed at least once a year to prevent any possible future claim of continuous public access. Accordingly, if no such permissive rights or other documented legal rights of access can be demonstrated it cannot be assured that non-motorised use to the site can be established to address earlier comments provided in that respect, or even retained in perpetuity.</p>
Anglian Water Services	<p><b>Utilities Capacity</b></p> <p>Does not appear to be a mains water or sewer connection south of the railway line - although the neighbouring marina is within the Whitlingham Trowse WRC catchment so may have a connection to our network - further investigation needed. Capacity available at WRC.</p> <p><b>Utilities Infrastructure</b></p> <p>No constraints apparent on site</p>
Broads Authority Ecologist	a) Carr woodland is an important habitat.

Stakeholder	Comments
	<p>b) Impacts on surrounding carr woodland from development &amp; disturbance.</p> <p>c) Likely to be on peat</p>
Norfolk County Council Ecologist	The site appears to support extensive areas of wet woodland, wetland habitats and broad (priority habitats). The site is likely to support associated protected and priority species such as otter, water vole, reptiles, amphibians, bats and breeding birds. This site is therefore not considered appropriate for development due to the potential for significant impacts on biodiversity. Development would likely result in a net loss in biodiversity.
Norfolk County Council – Lead Local Flood Authority.	<p>a) Small area of the site is in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</p> <p>b) Safe access and egress must be considered</p>
Broadland District Council	A number of different proposals have been put forward within this area, including within areas that appear to be extensively covered in woodland. BDC would draw your attention to the existence of Brundall Neighbourhood Plan 2016-2026 which is available on our website and may be subject to review in the near future.

### 3.4. Site assessment

Site address: Brundall Broad, Brundall gardens, Brundall	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Submitted through 2022 call for sites.</b>
<b>Site Size (hectares)</b>	<b>7.07 hectares</b>
<b>Greenfield / Brownfield</b>	<b>Greenfield.</b>
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>
Absolute Constraints Check	
Is the site in a ...	
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>
<b>National Nature Reserve</b>	<b>No</b>
<b>Ancient Woodland</b>	<b>No</b>
<b>Flood risk zone 3b</b>	<b>Indicative flood zone 3b.</b>
<b>Scheduled Ancient Monument</b>	<b>No</b>

Statutory Allotments		No
Locally Designated Green Space		No
At risk from Coastal Erosion		No
If yes to any of the above, site will be excluded from further assessment.		
Development Potential (number of dwellings, hectares of employment land or town centre use floor space): 10 dwellings (holiday)		
Density calculator		1.4 dwellings per hectare
Suitability Assessment		
Constraint	Score red/amber/green	Comments
Access to site		Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Proposal not considered to give rise to a serve detrimental impact. Highways raised concern regarding using the footbridge over the railway to then access roads into the centre of Brundall saying that the route is not public highway. The site promoter currently does not have proof of an agreement for use of the route but says it has been used for many years.
Accessibility to local services and facilities		Train station very close (Brundall Gardens with access to higher order settlements). Assuming a route through the wet woodland to use the footbridge over the railway, then towards the middle of Brundall, the Central Brundall Coop is 1.2km away.
Utilities Capacity		Does not appear to be a mains water or sewer connection south of the railway line - although the neighbouring marina is within the Whitlingham Trowse WRC catchment so may have a connection to our network - further investigation needed. Capacity available at WRC.
Utilities Infrastructure		
Contamination and ground stability		The land is wet woodland. Stability would need great consideration.
Flood Risk		Land in flood zone 3 and 2 – indicative flood zone 3b.
Coastal Change		
Market Attractiveness		Has potential to be attractive holiday accommodation option.
Impact	Score red/amber/green	Comments

Nationally and Locally Significant Landscapes		It seems likely that any development of this nature would result in some loss of the existing woodland (which is presumed to be wet woodland) and this would be negative in terms of existing landscape fabric and character.
Townscape		
Biodiversity and Geodiversity		Next to Local Nature Reserve and SPA/SAC and SSSI over the river. Also, a closed Broad and an area of wet woodland. Considered red as the scheme would result in the loss of wet woodland/carr (deciduous woodland – priority habitat). Site is on peat.  Nutrient enrichment and recreational impacts will need to be mitigated (but these issues do not result in the scheme being rated red).
Historic Environment		
Open Space		Would result in the loss of green infrastructure.
Transport and Roads		Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Proposal not considered to give rise to a severe detrimental impact.
Compatibility with neighbouring / adjoining uses		Introducing dwellings near to a train line so noise may be a consideration.
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
None		
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	
	Within 5 years	
	5-10 years	✓
	10-15 years	
	15-20 years	
	Comments:	

Estimated annual build out rate (including justification):	Not known as a variety of water and land based residential facilities proposed.
Comments	<b>Presumed it will take 5-8 years to complete the development.</b>
<b>Achievability (including viability)</b>	
Comments	Agent says, 'The high demand for use of the adjacent facilities indicates there is an under provision of holiday lets and other residential and holiday moorings in the area'.
<b>Overcoming Constraints</b>	
Comments	It does not seem that the impacts of loss of carr/wet woodland can be overcome, especially given the need for access, potentially by emergency vehicles and the infrastructure that is likely to need. Land stability also a concern. Site specific flood risk assessment a requirement. Mains sewer and water connection needed. Amenity impacts from proximity to train line a consideration. Nutrient enrichment will need to be mitigated. GI RAMS – payment likely. Site is on peat.
<b>Trajectory of development</b>	
Comments	Potential start date is 5-10 years after allocation and build out could be 5-8 years after that.
<b>Barriers to Delivery</b>	
Comments	Loss of wet woodland. Peat. Flood risk. At the time of writing, Nutrient Enrichment.
<b>Conclusion (e.g., is included in the theoretical capacity)</b>	
According to the HELAA assessment, the site is not suitable for development.	



#### 4. Brundall Gardens Marina off West Lane, east of main Marina - 12 holiday homes.

##### 4.1. Map of site



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##### 4.2. Photos of site



### 4.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	No comments
Broads Authority Design and Heritage	Although there are no particular heritage or design constraints, the loss of Carr woodland and the addition of new development in this area has the potential for detrimental impact on the character of the wider landscape.
Norfolk County Council Heritage	Based on currently available information we would recommend conditions for post-consent archaeological mitigation. This may be subject to change due to alterations in baseline information and policy.
Broads Authority Landscape Architect	<p>Considering the potential use of this area for 12 holiday homes and leisure facility/café, it seems likely that any development of this nature would result in some loss of the existing woodland (which is presumed to be wet woodland) and this would be negative in terms of existing landscape fabric and character.</p> <p>In terms of potential visual impact associated with such a development, public accessibility of the area surrounding Brundall Gardens is limited, with the nearest Prow Postwick FP3 to the west, so visibility the site and any potential changes that would occur would be limited to those from West Lane, the railway to the north and the river itself. Given the woodland present on site, the site would have some capacity to screen development and minimise its impact, this would be reliant on an approach to create an inward-looking development rather than one that was outward looking with a relationship with the river such as that at Yare View Holiday cottages.</p> <p>Introducing additional built form around Brundall Gardens would change the settlement pattern, this could be particularly harmful to the experiential qualities of this section of the river if those changes could be perceived from the river itself.</p>
Norfolk County Council Highways	Notwithstanding the application relate to specific sites, clearly at this location the cumulative effect if all sites are allocated is a material consideration.

Stakeholder	Comments
	<p>The sites, whilst located close to Brundall and the local service provision that provides, are emotive in terms of accessibility other than by the private motor vehicle. There are no public footpath non-motorised user/pedestrian facilities provision and links within Brundall.</p> <p>The highway access to Postwick Lane, whilst altered in recent years has restricted visibility due to an adjacent tree and given the allocation proposed, there would be a material increase in traffic movements through the access and could give rise to conditions detrimental to highway safety. Access improvements in terms of visibility and access width would need to be a consideration to taking development forward.</p> <p>Postwick Lane does allow for two vehicles to pass, but there is no non-motorised provision and clearly the cumulative scale of development proposed will not only increase residential traffic, but service traffic associated with that. Consideration would need to be given to appropriate highway mitigation and non-motorised provision.</p> <p>In terms of individual allocation:</p> <p>Above comments apply in relation to access and non-motorised use, but not considered to give rise to a serve detrimental impact.</p> <p>In terms of the use of the footbridge over the railway and the roads to the north of the railway line, I have no record of any Public Right of Way over the footbridge, and I consider it is a private right for users of the railway – a matter for Network Rail to advise. Likewise, I would advise that West End Avenue and Laurel Drive are private roads outside the jurisdiction of the highway authority and again my records show no Public Rights of Way. It would be for the landowner/owners to grant private rights of access. There could be permissive rights of way, or rights under covenant, but I would not have any record of that. As I understand, permissive access routes are not permanent and there might not be a formal agreement in place, likewise I believe they have to be closed at least once a year to prevent any possible future claim of continuous public access. Accordingly, if no such permissive rights or other documented legal rights of access can be demonstrated it cannot be assured that non-motorised use to the site can be established to address earlier comments provided in that respect, or even retained in perpetuity.</p>
Anglian Water Services	<b>Utilities Capacity</b>

Stakeholder	Comments
	<p>Does not appear to be a mains water or sewer connection south of the railway line - although the neighbouring marina is within the Whitlingham Trowse WRC catchment so may have a connection to our network - further investigation needed. Capacity available at WRC.</p> <p><b>Utilities Infrastructure</b></p> <p>No constraints apparent on site</p>
Broads Authority Ecologist	<p>a) Carr woodland is an important habitat – appears that 12 residences would occupy more than just the current ‘clearing’</p> <p>b) Impacts on surrounding carr woodland from development &amp; disturbance.</p> <p>c) Likely on peat.</p> <p>d) Impacts on open water habitat</p>
Norfolk County Council Ecologist	<p>The site appears to support extensive areas of mature wet woodland (and potentially other) priority habitats. The site is likely to support associated protected and priority species such as otter, water vole, reptiles, amphibians, bats and breeding birds. This site is therefore not considered appropriate for development due to the potential for significant impacts on biodiversity. Development would likely result in a net loss in biodiversity.</p>
Norfolk County Council – Lead Local Flood Authority.	<p>a) Most of the site is in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</p> <p>b) Safe access and egress must be considered</p>
Broadland District Council	<p>A number of different proposals have been put forward within this area, including within areas that appear to be extensively covered in woodland. BDC would draw your attention to the existence of Brundall Neighbourhood Plan 2016-2026 which is available on our website and may be subject to review in the near future.</p>

#### 4.4. Site assessment

Site address: Brundall Gardens Marina off West Lane, east of main Marina	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Submitted through 2022 call for sites.</b>
<b>Site Size (hectares)</b>	<b>1.35 hectares</b>
<b>Greenfield / Brownfield</b>	<b>Greenfield</b>

<b>Ownership (if known)</b> (private/public etc.)		<b>Private</b>
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>	
<b>National Nature Reserve</b>	<b>No</b>	
<b>Ancient Woodland</b>	<b>No</b>	
<b>Flood risk zone 3b</b>	<b>Part of site indicative flood zone 3b</b>	
<b>Scheduled Ancient Monument</b>	<b>No</b>	
<b>Statutory Allotments</b>	<b>No</b>	
<b>Locally Designated Green Space</b>	<b>No</b>	
<b>At risk from Coastal Erosion</b>	<b>No</b>	
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>12 holiday homes</b>		
<b>Density calculator</b>	<b>8.889 dwellings per hectare</b>	
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Access to site		Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Proposal not considered to give rise to a serve detrimental impact. Highways raised concern regarding using the footbridge over the railway to then access roads into the centre of Brundall saying that the route is not public highway. The site promoter currently does not have proof of an agreement for use of the route but says it has been used for many years.
Accessibility to local services and facilities		Train station very close (Brundall Gardens with access to higher order settlements). Assuming a route through the wet woodland to use the footbridge over the railway, then towards the middle of Brundall, the Central Brundall Coop is 1.2km away.
Utilities Capacity		Does not appear to be a mains water or sewer connection south of the railway line - although the neighbouring marina is within the Whitlingham Trowse WRC catchment so may have a connection to our network - further investigation needed. Capacity available at WRC.
Utilities Infrastructure		

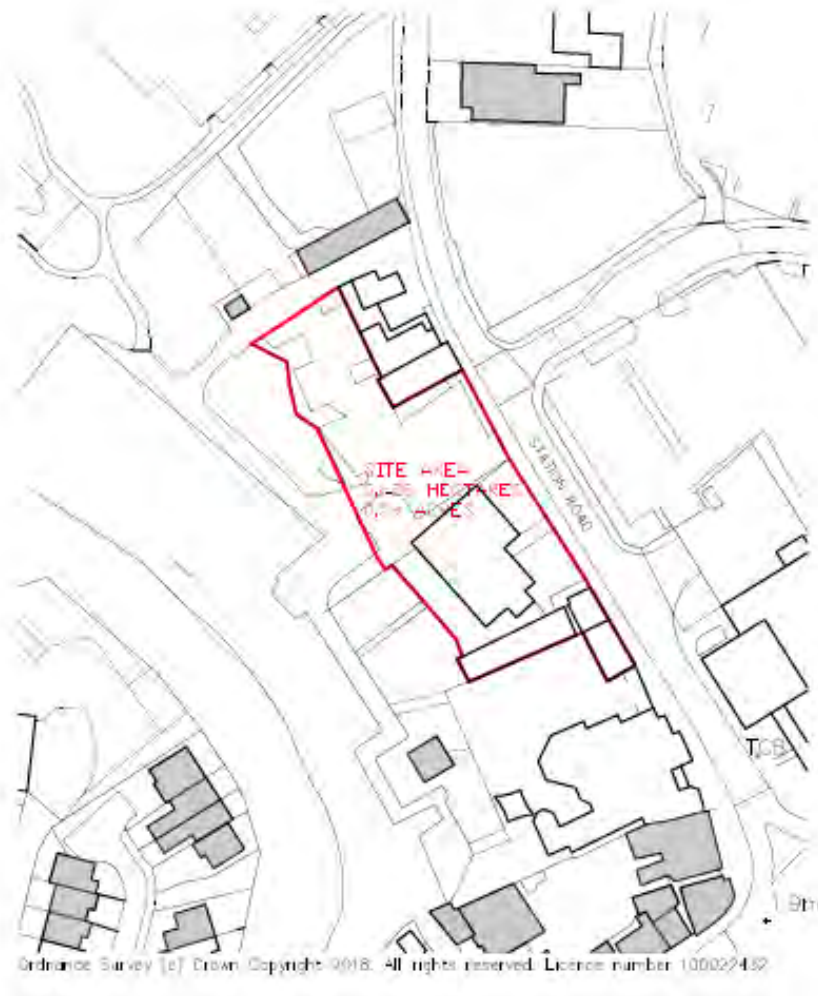


Contamination and ground stability		The land is wet woodland and likely to be on deep peat. Stability would need great consideration.
Flood Risk		Land in flood zone 3 and 2 – indicative flood zone 3b.
Coastal Change		
Market Attractiveness		Has potential to be attractive holiday accommodation option.
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		It seems likely that any development of this nature would result in some loss of the existing woodland (which is presumed to be wet woodland) and this would be negative in terms of existing landscape fabric and character.
Townscape		
Biodiversity and Geodiversity		SPA/SAC and SSSI over the river. Also, a closed Broad and an area of wet woodland. Considered red as the scheme would result in the loss of wet woodland/carr (deciduous woodland – priority habitat). Also, lowland fen (priority habitat). Site is on peat.  Nutrient enrichment and recreational impacts will need to be mitigated (but this would not make the assessment rate red).
Historic Environment		
Open Space		Would result in the loss of green infrastructure.
Transport and Roads		Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Proposal not considered to give rise to a severe detrimental impact.
Compatibility with neighbouring / adjoining uses		
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Not allocated		
<b>Availability Assessment (will require liaison with landowners)</b>		

Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	✓
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	<b>6 per year.</b>	
Comments	<b>Presumed it will take two years to complete the development.</b>	
<b>Achievability (including viability)</b>		
Comments	The promoter says 'the success of the existing adjoining businesses operated by the site owners has provided year on year evidence that the proposed holiday lets will be viable even having regard to site specific constraints on construction of the proposed units where the owners have extensive previous experience'.	
<b>Overcoming Constraints</b>		
Comments	It does not seem that the impacts of loss of carr/wet woodland and lowland fen can be overcome, especially given the need for access, potentially by emergency vehicles and the infrastructure that is likely to need. Land stability also a concern. Site specific flood risk assessment a requirement. Mains sewer and water connection needed. Nutrient enrichment will need to be mitigated. GI RAMS – payment likely. On peat soils.	
<b>Trajectory of development</b>		
Comments	6 a year for two years	
<b>Barriers to Delivery</b>		
Comments	Loss of wet woodland and lowland fen. Peat. Flood risk. At the time of writing, Nutrient Enrichment.	
<b>Conclusion (e.g., is included in the theoretical capacity)</b>		
According to the HELAA assessment, the site is not suitable for development.		

## 5. Station Road, Hoveton – tourist accommodation

### 5.1. Map of site



### 5.2. Photos of site





### 5.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	Would consider the whole site being used for holiday accommodation perhaps overbearing for the site. A mix of uses might be more suitable.
Broads Authority Ecologist	No comments
Broads Authority Design and Heritage	<p>No objection to the demolition of the former Waterside Rooms but the old cottages fronting Station Road and the old outbuilding to the north of the existing pub car park would be considered locally identified heritage assets and should be retained and converted. The site is also within relatively close proximity to Wroxham bridge which is a scheduled monument and impact on the setting of this designated heritage asset will need to be considered.</p> <p>Design: No objection to the proposed use but the design will need to relate well to its context and should preferably seek to provide improved views and public access between Station Road and the river frontage.</p>
Norfolk County Council Heritage	Based on currently available information we would recommend conditions for post-consent archaeological mitigation. This may be subject to change due to alterations in baseline information and policy.
Broads Authority Landscape Architect	No landscape objection to this site being taken forward with some adjustments, the inclusion of the carpark area and consideration of mixed use being acceptable in landscape terms, providing that public access could be maintained/enhanced and that an element of residential is included to bring natural surveillance and activity to the site. The retention of the building adjacent to the pub is important in terms of streetscape and would be helpful in organising

Stakeholder	Comments
	any development going forward, I would not support the demolition of this building. Any trees on site should be retained and protected, parameters should be placed on any potential new building heights and positions to maintain good visual connection through, and a high-quality public realm should be encouraged as per the existing allocation.
Norfolk County Council Highways	<ul style="list-style-type: none"> <li>a) Town centre location with good access to local service and public transport provision.</li> <li>b) Subject to access and parking/cycling provision in accordance with current guidance and scale of development proposed unlikely to give rise to any severe detrimental impact in highway terms.</li> </ul>
Anglian Water Services	<p><b>Utilities Capacity:</b> Mains water and sewerage available. Currently capacity available at Belaugh WRC. Hoveton is identified at risk of fluvial flooding and tidal locking along the River Bure in the 2017 Strategic Flood Risk Assessment (SFRA) for the Norfolk Authorities.</p> <p><b>Utilities Infrastructure:</b> No constraints apparent on site.</p>
Norfolk County Council – Lead Local Flood Authority.	<ul style="list-style-type: none"> <li>a) Significant proportion of the site is in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</li> <li>b) Low risk surface water flow path crosses part of the site</li> <li>c) Safe access and egress must be considered</li> </ul>
North Norfolk District Council	<p>Hoveton is identified in the Settlement Hierarchy as a small growth town as part of NNDC's emerging Local Plan. The Plan identifies a housing target of 221 dwellings for the settlement to be delivered over the Plan period via a combination of small scale 'infill' developments, new allocations and existing commitments.</p> <p>The Plan allocates one site in Hoveton, HV01/B, Land East of Tunstead Road, for 120 dwellings, this allocation is a residential development only. If the applicant for this Call for Sites submission is suggesting a mixed-use development, NNDC would be open to a development that supports the town centre and its uses and retains the local character of the town centre. The eastern portion of the site that includes the public house and derelict residential dwellings is included within Hoveton's Town Centre Area and Primary Shopping Area and would fall under Policy E4 of the emerging Local Plan.</p>



Stakeholder	Comments
	<p>There are some flood risk concerns, the Council's SFRA (2017) identifies the functional flood plain (FZ3) of the Wroxham Broad runs to the south of Hoveton with the area immediately adjacent to the river Bure being at risk from flooding. The southern extent of the site is within Flood Zone 3 and majority of the site within Flood Zone 2.</p> <p>The site is within 500m of Wroxham Bridge, a Scheduled Ancient Monument.</p> <p>The site lies outside, though adjacent to Hoveton's Settlement Boundary, and is considered to be development in the countryside, however the site can be considered brownfield, the development of which is supported and is well located within Hoveton.</p> <p><i>Conclusion</i></p> <p>The southern portion of the site is constrained due to the flood risk, and solutions would need to be identified to mitigate this. The site is in a sustainable location within the settlement in regard to access to services and facilities, but development would need to consider the site's presence within the Town Centre Area and any development here would need to suitably consider Policy E4 of the emerging Local Plan.</p>

#### 5.4. Site assessment

Site address: Station Road, Hoveton	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Allocated in Local Plan 2019 for various suitable uses including residential.</b>
<b>Site Size (hectares)</b>	<b>0.238 hectares</b>
<b>Greenfield / Brownfield</b>	<b>Brownfield.</b>
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>
Absolute Constraints Check	
Is the site in a ...	
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>
<b>National Nature Reserve</b>	<b>No</b>
<b>Ancient Woodland</b>	<b>No</b>
<b>Flood risk zone 3b</b>	<b>No – a small part of the site is, but this is not considered an absolute constraint as proposals can be designed accordingly.</b>

Scheduled Ancient Monument	No	
Statutory Allotments	No	
Locally Designated Green Space	No	
At risk from Coastal Erosion	No	
If yes to any of the above, site will be excluded from further assessment.		
Development Potential (number of dwellings, hectares of employment land or town centre use floor space):		
Overnight accommodation linked to the pub		
Density calculator	N/A	
Suitability Assessment		
Constraint	Score red/amber/green	Comments
Access to site		Subject to access and parking/cycling provision in accordance with current guidance and scale of development proposed unlikely to give rise to any severe detrimental impact in highway terms.
Accessibility to local services and facilities		Town centre location with good access to local services and public transport provision.
Utilities Capacity		Mains water and sewerage available. Currently capacity available at Belaugh WRC.
Utilities Infrastructure		No constraints apparent.
Contamination and ground stability		The land is currently storage and former drinking establishment. No reason to consider the site is contaminated.
Flood Risk		Some land in flood zone 3a and 2 and potentially 3b but may be able to be designed to avoid high flood risk areas.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and stay as it is a town by the Broads
Impact	Score red/amber/green	Comments
Nationally and Locally Significant Landscapes		Whilst in the Broads, the development is in an already built-up area so no obvious negative impact on the landscape or townscape. Design is an important aspect of all development within the Broads. There is an opportunity to improve on the existing development here.
Townscape		

Biodiversity and Geodiversity		Whilst in a town centre, is by the river, near a park and the buildings have been there a while and could be used for nesting for example. Surveys likely required. Nutrient enrichment and recreational impacts will need to be mitigated. BGS layer indicates peat, but this is also brownfield land.
Historic Environment		The old outbuilding to the north of the existing pub car park and the cottages on Station Road would be considered locally identified heritage assets and should be retained and converted. The site is also within relatively close proximity to Wroxham bridge which is a scheduled monument and impact on the setting of this designated heritage asset will need to be considered.
Open Space		Near to open space, but not affecting it. Pub garden is to be retained.
Transport and Roads		Subject to access and parking/cycling provision in accordance with current guidance and scale of development proposed unlikely to give rise to any severe detrimental impact in highway terms.
Compatibility with neighbouring / adjoining uses		Whilst the pub and garden are busy in the summer, holiday accommodation could generally be compatible, but the impact would need to be a consideration in the design of the building. Further, the entire area being used for hotel accommodation could be overbearing in the area.
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Allocated for various uses.	HOV3	Local Plan 2019
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No.	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	✓
	5-10 years	
	10-15 years	
	15-20 years	

	Comments:
Estimated annual build out rate (including justification):	<b>Unknown.</b>
Comments	-
<b>Achievability (including viability)</b>	
Comments	The development will likely be attractive to people to stay at. Detailed viability information will be calculated at Planning Application stage. A Viability Assessment will also accompany the Local Plan. There is no reason to consider this site not achievable.
<b>Overcoming Constraints</b>	
Comments	Site specific flood risk assessment. Surveys may be required relating to biodiversity and enhancements added. Would need to be designed to reflect the popularity of the pub and pub garden in the summer months. There is some debate about the suitability of using the existing older buildings near to the pub versus the need for demolition. Biodiversity surveys potentially. Nutrient enrichment will need to be mitigated. GI RAMS – payment likely. Depending on proposals, may need to consider peat. Potential for the site to be mixed use.
<b>Trajectory of development</b>	
Comments	-
<b>Barriers to Delivery</b>	
Comments	Older buildings – demolition versus conversion. At the time of writing, Nutrient Enrichment.
<b>Conclusion (e.g., is included in the theoretical capacity)</b>	
According to the HELAA assessment, the site is suitable for development.	

## 6. Land near Pyes Mill, Loddon - 10 residential dwellings

### 6.1. Map of site

Land near Pye's Mill for residential dwellings

Scale: 1:1,250



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## 6.2. Photos of site



## 6.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	The site is in the Conservation Area, so all trees are protected. There have been some recent applications for works to trees. There has been a refusal for a supermarket in the recent past.
Broads Authority Design and Heritage	<p>The site is just to the south of an attractive public area known as Pye's Mill, the site of a drainage mill that was lost in the late 20th century. The site is within the Loddon Conservation Area and from this open area views across the meadows and fields towards designated heritage assets such as the grade I church of Holy Trinity are gained. The setting of these designated heritage assets will therefore need to be considered in any development, particularly the wider setting of the church and the Loddon Conservation Area.</p> <p>The character of the site and this part of the conservation area is currently rural, and this natural character contributes greatly to the wider landscape value of this area and the setting of the town. Any additional housing in this area would have a detrimental impact on</p>



Stakeholder	Comments
	<p>this landscape value and the character and appearance of the conservation area. Likewise, any proposal for a link road from the site towards Loddon and the Marina is unlikely to be considered acceptable in townscape, landscape or heritage terms.</p>
<p>Broads Authority Landscape Architect</p>	<p>These comments relate to the suggestion of 10 residential dwellings only, and do not relate to other developments muted within the call for sites application, such as mixed commercial and public amenities, a supermarket or residential moorings. The impacts of which in landscape terms would need consideration in terms of significance and would likely need screening for EIA.</p> <p>Key considerations in landscape terms are the potential impact on landscape character, amenity and tranquillity. Visual impacts also need consideration due to the presence of PROW - Loddon FP3 to north of river, Loddon FP10 to west of Mill Lane existing residential dwellings in addition to visibility of the site from Pyes Mill Road (which includes an important view toward the Loddon church) and views from the river itself.</p> <p>The localised area represents a number of characteristics that are considered special within the relevant LCA (17 Chet Valley), the area of undeveloped land that is contained between the linear development to the east side of Bridge Street/Church Plain/High Street and that west of Mill Road/Pyes Mill Road contains a unique combination of vegetation and drainage ditches that contribute to its special field pattern and rural setting beyond the extent of the village. This area also represents a transition into the more remote isolated character that exists within the LCA beyond Loddon and Chedgrave.</p> <p>Expansion of development into grazing marsh around the river would have a negative impact on some of these key characteristics, and result in their permanent loss. On a more localised scale, development of the area adjacent to the Pyes Mill picnic area would result in negative impacts on the amenity value of this space, the experiential qualities of tranquillity and rurality for those using the river, the previously mentioned PROWs and the picnic area itself. Although the setting of Loddon Church is a heritage consideration rather than landscape, the development of the land contained between existing development would also likely impact</p>

Stakeholder	Comments
	<p>important views towards the church from Pyes Mill Road and the PROW network.</p> <p>The extent of the significance of any changes that could occur through potential development of this site would have to be fully explored through and LVIA to be understood further, and as already mentioned the possibility of significant effects would trigger the need for an EIA.</p> <p>In landscape terms I would not support the inclusion of this site for residential or any kind of development, as it would result in irreversible negative impacts on the key landscape characteristics, landscape fabric, amenity and visual qualities of the area. It would also lead to future development pressure on other areas of the upper river valley marshland around Loddon Marina, particularly if it required additional infrastructure, and would ultimately erode the positive landscape characteristics that make the area around Pyes Mill picnic area and the edge of the Loddon settlement special.</p>
Norfolk County Council Highways	<p>Site located to west of the northern end of Pyes Mill Road. Pyes Mill Road and immediate surrounding highway networks only suitable for single file traffic use and with no formal passing provision, non-motorised use provision or street lighting. The unclassified road serving the site is considered to be inadequate to serve the development proposed, by reason of its restricted width / lack of passing provision / restricted visibility at adjacent road junctions /lack of non-motorised user provision and as such, would be likely to give rise to conditions detrimental to highway safety.</p> <p>The proposal is remote from local service centre provision conflicting with the aims of sustainable development, the need to minimise travel, and the ability to encourage walking, cycling, use of public transport and reduce the reliance on the private car as represented in national and local policy. Contrary to the National Planning Policy Framework and Policy 5 of Norfolk's 3rd Local Transport Plan, entitled Connecting Norfolk.</p> <p>In terms of a new access road from Loddon Marina to this site, NCC said: Whilst such a proposal may go some way to address the LHA's comments, The LHA is unlikely to be supportive of such a proposal</p>

Stakeholder	Comments
	as it does not consider a private drive is the appropriate form of access for the scale of development proposed. In accepting the addition of the proposed residential moorings on the existing marina site and the access thereto, it is unlikely that the existing highway access could be appropriately upgraded to serve additional development.
Norfolk County Council Lead Local Flood Authority	<p>a) The supporting application form states that the site is “not in flood zone”. This is incorrect. It’s in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</p> <p>b) The site appears to be at low risk from surface water flooding.</p> <p>c) Safe access and egress must be considered</p>
Anglian Water Services	<p><b>Utilities Capacity</b> Sisland WRC catchment - WRC has capacity available.</p> <p><b>Utilities Infrastructure</b> We have a rising main (pumped sewer) that is likely to intersect with the proposed site boundary. The developer would need to ensure that this is not built over or located in private gardens – further information can be found <a href="#">here</a>. The developer would also have to ensure that development maintains a 15m stand-off distance from the sewer pumping station located off the NE corner of the site, close to the car park. The site is also some distance from nearest sewer and water connection – the developer would need to consider whether it is viable to connect to our network. Our network assets can be identified on <a href="https://www.digdat.co.uk/asset-protection/digdat-connect">https://www.digdat.co.uk/asset-protection/digdat-connect</a></p>
Broads Authority Ecologist	<p>a) Removal of semi-natural habitat and proximity to river a concern.</p> <p>b) Would need ecological survey.</p>
South Norfolk Council	With regards to the proposed residential development on the Loddon Marina site we would have significant reservations about this proposal - most notably (but not limited to) the landscape impact of development in this location, highways access to the site and the sustainability of the site (with particular regard to the distance of the site from the defined Development Boundary of Loddon).

## 6.4. Site assessment

<b>Site address: Land near Pyes Mill, Loddon</b>		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Submitted through 2022 call for sites.</b>	
<b>Site Size (hectares)</b>	<b>0.2 hectares</b>	
<b>Greenfield / Brownfield</b>	<b>Greenfield</b>	
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>	
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>	
<b>National Nature Reserve</b>	<b>No</b>	
<b>Ancient Woodland</b>	<b>No</b>	
<b>Flood risk zone 3b</b>	<b>Western part of site is indicative flood zone 3b.</b>	
<b>Scheduled Ancient Monument</b>	<b>No</b>	
<b>Statutory Allotments</b>	<b>No</b>	
<b>Locally Designated Green Space</b>	<b>No</b>	
<b>At risk from Coastal Erosion</b>	<b>No</b>	
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>10 dwellings.</b>		
<b>Density calculator</b>	<b>50 dwellings per hectare</b>	
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Access to site		<p>a) Pyes Mill Road and immediate surrounding highway networks only suitable for single file traffic use and with no formal passing provision, non-motorised use provision or street lighting. The unclassified road serving the site is considered to be inadequate to serve the development proposed, by reason of its restricted width / lack of passing provision / restricted visibility at adjacent road junctions /lack of non-motorised user provision and as such, would be likely to give rise to conditions detrimental to highway safety.</p> <p>b) The LHA is unlikely to be supportive of a link road as it does not consider a private drive is the</p>

		<p>appropriate form of access for the scale of development proposed.</p> <p>c) In accepting the addition of the proposed residential moorings on the existing marina site and the access thereto, it is unlikely that the existing highway access could be appropriately upgraded to serve additional development.</p>
Accessibility to local services and facilities		<p>a) If a link road was put in place, site could be within 800m of many key services. But link road not likely to be supported by LHA.</p> <p>b) If using existing roads, no footways, but using the footpath to the church, site could be within 800m of many key services. But footpath might not be attractive throughout the year – not surfaced for example.</p> <p>c) If using existing roads, no footways and not using footpath, would be around 1.3km. But without footways for the entire length, this might not be attractive throughout the year.</p>
Utilities Capacity		Sisland WRC catchment - WRC has capacity available.
Utilities Infrastructure		<p>Anglian Water have a rising main (pumped sewer) that is likely to intersect with the proposed site boundary. The developer would need to ensure that this is not built over or located in private gardens. The developer would also have to ensure that development maintains a 15m stand-off distance from the sewer pumping station located off the NE corner of the site, close to the car park. The site is also some distance from nearest sewer and water connection – the developer would need to consider whether it is viable to connect to our network.</p>
Contamination and ground stability		
Flood Risk		Western part of site is indicative flood zone 3b.
Coastal Change		
Market Attractiveness		Other than limited services and facilities nearby, has potential to be attractive as a place to visit and live as it is an area by the Broads.

Impact	Score red/amber/green	Comments
Nationally and Locally Significant Landscapes		This development would result in irreversible negative impacts on the key landscape characteristics, landscape fabric, amenity and visual qualities of the area. It would ultimately erode the positive landscape characteristics that make the area around Pyes Mill picnic area and the edge of the Loddon settlement special
Townscape		
Biodiversity and Geodiversity		Removal of semi-natural habitat and proximity to river would have an irreversible negative impact. Would need ecological surveys.  Recreation impacts will need to be mitigated (although this does not make the assessment rate amber).  Peat nearby, but BGS mapping does not indicate on site. May benefit from augers to check.
Historic Environment		Any additional housing in this area would have a detrimental impact on this landscape value and the character and appearance of the conservation area. Likewise, any proposal for a link road from the site towards Loddon and the Marina is unlikely to be considered acceptable in townscape, landscape or heritage terms.
Open Space		Would result in loss of green infrastructure.
Transport and Roads		The unclassified road serving the site is considered to be inadequate to serve the development proposed, by reason of its restricted width / lack of passing provision / restricted visibility at adjacent road junctions /lack of non-motorised user provision and as such, would be likely to give rise to conditions detrimental to highway safety. Link Road idea not likely to be supported.
Compatibility with neighbouring / adjoining uses		
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
None		
<b>Availability Assessment (will require liaison with landowners)</b>		



Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	10 per year.	
Comments	Presumed one year to complete.	
<b>Achievability (including viability)</b>		
Comments	Despite the lack of services nearby the site, being a village by the Broads, the development will likely be attractive to people to live in. Detailed viability information will be calculated at Planning Application stage. A Viability Assessment will also accompany the Local Plan. There are queries regarding the link road idea given the type of land that will be crossed by the road and its cost and the impact on viability and therefore affordable housing requirements as well as other various policy requirements.	
<b>Overcoming Constraints</b>		
Comments	Development proposal cannot overcome impact of introducing development in this location with associated impacts on landscape, natural environment, conservation area. Query the viability of providing a link road, as discussed previously. The scheme would probably not provide footways for the entire length of other ways to get to Loddon without impact on viability, so query how people would travel to access key services, other than use the private car. GI RAMS – payment likely. May need augers to determine if on peat.	
<b>Trajectory of development</b>		
Comments	10 in one year.	
<b>Barriers to Delivery</b>		
Comments	Highways access.	

	<p>Link road.</p> <p>Access to services.</p> <p>Landscape impact.</p> <p>Impact on natural environment and landscape.</p> <p>Impact on conservation area.</p>
<b>Conclusion (e.g., is included in the theoretical capacity)</b>	
According to the HELAA assessment, the site is not suitable for development.	

DRAFT

## 7. Land off Mill Road, Stokesby - 2 self-build dwellings

### 7.1. Map of site

Mill Road, Stokesby



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## 7.2. Photos of site



## 7.3. Stakeholder comments

Please note that the site promoter amended and resubmitted the call for sites form including clarifying the area to be developed. This was sent to stakeholders who were asked if they wished to amend their comments. No stakeholder asked to amend their comments.

Stakeholder	Comments
Broads Authority Development Management Team	This site is outside of the development boundary where the principle of residential development is not acceptable. I believe a dwelling here has been refused previously (2006). The site is in Flood Zone 3 - highest risk of flooding.
Broads Authority Ecologist	Semi-natural habitat with potential to support range of species including reptiles and breeding birds. Mature hedgerow also likely used by foraging bats. Loss of existing habitat not supported.
Broads Authority Design and Heritage	I would have some concerns about development here in landscape and townscape terms. The site is on higher ground, and it falls away to the south-west. It currently fulfils an important function in allowing views out of the village, across open countryside and this contributes to the rural character of the village. Development here would restrict those views and change

Stakeholder	Comments
	<p>the character, as well as being set on higher ground that would make it more prominent in views towards the village from the south-west.</p> <p>There are listed buildings in relatively close proximity: Manor Farmhouse and its listed walled garden and barn to the north and Tretts Mill to the south-east. The setting of these buildings will need to be considered but they are unlikely to be a great constraint, given their distance from the site.</p> <p>However, in closer proximity to the site are a number of historic buildings that would be considered locally identified heritage assets. These include the thatched High House, Alma Cottages and other cottages opposite the site and the Homestead to the north. These cottages are predominantly diminutive in scale and make use of traditional and vernacular materials, for example, thatch, red brick, render, pantiles etc. Any new development in this site would be expected to be of an appropriate scale, form, design and layout to ensure that it relates well to this context.</p>
Broads Authority Landscape Architect	<p>The site falls within area 25 of the LCA (25 - Fleggburgh to Bure Loop Arable Marshlands), the importance of the River Bure is recognised within the area for its popularity for recreational boating and the good provision of footpaths routes around the river. The main part of Stokesby falls within the landscape type of settled broad, there are a number of pressures and forces for change which are relevant to the submission of this site, which should be considered, those are.</p> <ul style="list-style-type: none"> <li>• Loss of traditional settlement patterns due to continuing pressures for both commercial and residential property;</li> <li>• Settlement expansion and the increased recreational pressures it causes;</li> <li>• Loss of buffering vegetation between properties or plots.</li> </ul> <p>The site represents a natural/semi natural area located within the village and we must consider the role of this site within the settlement pattern of the village and the overall contribution to landscape character and experience.</p> <p>Key considerations in landscape terms are the potential impact on landscape character, and key views from Mill Road which help reinforce the understanding of where one is within the wider landscape. Potential impacts on views from the River Bure and</p>

Stakeholder	Comments
	<p>from the extensive network of footpaths that run both sides of the Bure and extend north connecting to Muck Fleet also need to be considered.</p> <p>The site provides a break in the settlement between the cottages and what is presumably a former farmstead at the north end of the village to the west side of Mill Road. There are clear views possible towards the wider landscape, as the site is relatively flat these are expansive. The site has clearly defined, partly vegetated boundaries and contributes a smaller scale field pattern than the wider arable landscape beyond the village extents.</p> <p>It is the combination of more formal green spaces such as the village green, small scale fine grain of settlement and the openness of undeveloped semi-natural sites comprising of this site and that adjacent to the Village Community Centre that give the village it's character. These two open sites, with clear views towards the wider landscape provide an understanding of the setting, of The Bure, The Broads and the wider arable landscape, and in combination this site and the one adjacent the Village Community Centre somewhat bookend the village.</p> <p>Development on this site would result in the loss of the basic landscape characteristics associated with the existing natural/semi natural environment in this location, would result in changes to the existing field pattern. The introduction of built form, boundary treatments and paraphernalia associated with domestic curtilage would have a harmful impact on the existing landscape character and visual amenity of the site, and its contribution to the village.</p> <p>In landscape terms I would not support the inclusion of this site for residential development, I consider that this site is important to the setting of the village and offers views and connection to the wider landscape which provides an opportunity to understand one's position within the wider setting of the Broads and the surrounding arable land. Any development of this site would also likely impact wider views and the visual experience from the footpath network along the River Bure and potentially from the Bure itself.</p>



Stakeholder	Comments
Norfolk County Council Highways	<p>a) Site is remote from local service provision and therefore reliant on the private motor vehicle as primary mode with no realistic opportunity for a modal shift to more sustainable modes.</p> <p>b) Site located adjacent to existing residential development on edge of village, subject to access and parking standards being achieved, proposed scale of development is unlikely to give rise to any severe detrimental impact in highway terms. Reservation in terms of any larger scale development.</p> <p>c) I would add there could be implications in terms of overhead power and BT apparatus, that may require relocation/diversion to facilitate safe and suitable access (and/or requirement of utility companies).</p>
Norfolk County Council Ecologist	The site appears to consist of a grassland meadow habitat with mature boundary hedgerows and trees and has the potential to support protected species such as reptiles, bats, badgers and breeding birds, therefore a Preliminary Ecological Appraisal should be carried out. Existing habitats should be retained and protected wherever possible. The loss of grassland habitats as a result of development would mean on site Biodiversity Net Gain does not appear achievable.
Norfolk County Council – Lead Local Flood Authority.	<p>a) The site is in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</p> <p>b) Safe access and egress must be considered.</p> <p>c) Currently would be classified as Minor Development</p>
Anglian Water Services	<p><b>Utilities Capacity</b></p> <p>Advise developer to liaise with Anglian Water regarding infrastructure requirements and capacity of the vacuum sewer to accommodate the development - although only a small site. Caister Pump Lane WRC - currently capacity available</p> <p><b>Utilities Infrastructure</b></p> <p>This is an area served by a vacuum sewer - specific guidance applies as only 4 properties can connect to a vacuum pot. No surface water connections. SuDS will be required. Two vacuum collection chambers and rising main located on the site.</p>
Great Yarmouth Borough Council	<p>a) Very small village, with very few services and facilities (classed as a 'Tertiary Village' in our existing Local Plan).</p> <p>b) There are additional facilities (shops, school, pub, medical facilities) spread across Filby and Fleggburgh (classed as</p>

Stakeholder	Comments
	<p>'Secondary Villages') but are over 5km away on roads with are mostly unlit, national speed limit and without footways. Bus services are infrequent in the area. Therefore, greater reliance upon the car over other more sustainable modes.</p> <p>c) Acle is closer, and as a large village has a greater range of facilities and amenities, but still remains over 3.5km away and on roads the same as above.</p> <p>d) Site falls within Filby primary school catchment. Latest pupil-roll forecasting from NCC indicates school will be over-capacity within next five-years taking into account project growth, with no room to expand on the site. (Noted that call for sites submission is for a couple of houses for older people, but no guarantees on future household composition if proposed homes are sold on in the future).</p> <p>e) Site is wholly within FRZ3. There are drainage ditches to the rear of the site, which drains into the Bure so potential for drainage pathways.</p>

#### 7.4. Site assessment

<b>Site address: Land off Mill Road, Stokesby</b>	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Submitted through 2022 call for sites.</b>
<b>Site Size (hectares)</b>	<b>0.18 hectares</b>
<b>Greenfield / Brownfield</b>	<b>Greenfield</b>
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>
<b>Absolute Constraints Check</b>	
<b>Is the site in a ...</b>	
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>
<b>National Nature Reserve</b>	<b>No</b>
<b>Ancient Woodland</b>	<b>No</b>
<b>Flood risk zone 3b</b>	<b>Some of the site is indicative 3b</b>
<b>Scheduled Ancient Monument</b>	<b>No</b>
<b>Statutory Allotments</b>	<b>No</b>
<b>Locally Designated Green Space</b>	<b>No</b>
<b>At risk from Coastal Erosion</b>	<b>No</b>
<i>If yes to any of the above, site will be excluded from further assessment.</i>	
<b>Development Potential</b>	

(number of dwellings, hectares of employment land or town centre use floor space):

2 self-build homes

Density calculator	11.1 dwellings per hectare	
Suitability Assessment		
Constraint	Score red/amber/green	Comments
Access to site		Site located adjacent to existing residential development on edge of village, subject to access and parking standards being achieved, proposed scale of development is unlikely to give rise to any severe detrimental impact in highway terms. Reservation in terms of any larger scale development. There could be implications in terms of overhead power and BT apparatus, that may require relocation/diversion to facilitate safe and suitable access (and/or requirement of utility companies).
Accessibility to local services and facilities		<p>Bus stop around 250m from site, no footways. The 72A seems to travel from Stokesby at 7:30am and there is a return journey at 1705hrs. There is therefore one key service in Stokesby.</p> <p>There is a shop that is at the pub, but this was closed for all of January 2023 and half of February 2023 and is therefore not deemed as a key service due to the part time nature of its provision.</p> <p>Site falls within Filby primary school catchment. Latest pupil-roll forecasting from NCC indicates school will be over-capacity within next five-years taking into account project growth, with no room to expand on the site.</p>
Utilities Capacity		Advise developer to liaise with Anglian Water regarding infrastructure requirements and capacity of the vacuum sewer to accommodate the development - although only a small site. Caister Pump Lane WRC - currently capacity available
Utilities Infrastructure		<p>This is an area served by a vacuum sewer - specific guidance applies as only 4 properties can connect to a vacuum pot. No surface water connections. SuDS will be required. Two vacuum collection chambers and rising main located on the site.</p> <p>There could be implications in terms of overhead power and BT apparatus, that may require</p>

		relocation/diversion to facilitate safe and suitable access (and/or requirement of utility companies).
Contamination and ground stability		
Flood Risk		Land in flood zone 3a and 2 and indicative 3b.
Coastal Change		
Market Attractiveness		Other than limited services and facilities nearby, has potential to be attractive as a place to visit and live as it is a village by the Broads
<b>Impact</b>	<b>Score: red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		This site is important to the setting of the village and offers views and connection to the wider landscape which provides an opportunity to understand one's position within the wider setting of the broads and the surrounding arable land. Any development of this site would also likely impact wider views and the visual experience from the footpath network along the River Bure and potentially from the Bure itself.
Townscape		
Biodiversity and Geodiversity		Some designated sites nearby, but away from the proposal. Recreation impacts will need to be mitigated.
Historic Environment		Some listed buildings nearby, but away from the proposal.
Open Space		This would result in the loss of green infrastructure.
Transport and Roads		Site located adjacent to existing residential development on edge of village, subject to access and parking standards being achieved, proposed scale of development is unlikely to give rise to any severe detrimental impact in highway terms. Reservation in terms of any larger scale development.
Compatibility with neighbouring / adjoining uses		
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
None		
<b>Availability Assessment (will require liaison with landowners)</b>		

Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	<b>2 per year.</b>	
Comments	<b>Presumed it will take one year to complete the development.</b>	
<b>Achievability (including viability)</b>		
Comments	Despite the lack of services nearby, being a village by the Broads, the development will likely be attractive to people to live in. Detailed viability information will be calculated at Planning Application stage. A Viability Assessment will also accompany the Local Plan. There is no reason to consider this site not achievable.	
<b>Overcoming Constraints</b>		
Comments	School capacity a consideration. Only one key service nearby. Site specific flood risk assessment a requirement. Impact on landscape not likely to be able to be resolved. GI RAMS – payment likely.	
<b>Trajectory of development</b>		
Comments	2 in 1 year.	
<b>Barriers to Delivery</b>		
Comments	Flood risk potentially Access to services Landscape impact	
<b>Conclusion (e.g., is included in the theoretical capacity)</b>		
According to the HELAA assessment, the site is not suitable for development.		

## 8. Brundall Gardens Marina – small marina - 2 residential moorings

### 8.1. Map of site



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### 8.2. Photos of site





### 8.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Ranger Services (impact on navigation)	The inclusion of residential moorings would not impact on the navigation as the moorings would be within the marina.
Broads Authority Development Management Team	No comments
Broads Authority Design and Heritage	No particular heritage or design constraints.
Broads Authority Landscape Architect	I would have no objection to the inclusion of 2 residential moorings in the small basin near Yare View Holiday Cottages, it seems this would have minimal landscape and visual impact, this seems a sensible and proportionate extension to the existing offer around Brundall Gardens main marina.
Norfolk County Council Highways	<p>Notwithstanding the application relate to specific sites, clearly at this location the cumulative effect if all sites are allocated is a material consideration.</p> <p>The sites, whilst located close to Brundall and the local service provision that provides, are emotes in terms of accessibility other than by the private motor vehicle. There are no public footpath non-motorised user/pedestrian facilitates provision and links within Brundall.</p> <p>The highway access to Postwick Lane, whilst altered in recent years has restricted visibility due to an adjacent tree and given the allocation proposed, there would be a material increase in traffic movements through the access and could give rise to conditions detrimental to highway safety. Access improvements in terms of visibility and access width would need to be a consideration to taking development forward.</p> <p>Postwick Lane does allow for two vehicles to pass, but there is no non-motorised provision and clearly the cumulative scale of development proposed will not only increase residential traffic, but service traffic associated with that. Consideration would need to be given to appropriate highway mitigation and non-motorised provision.</p> <p>In terms of individual allocation: Limited change/traffic generation resulting from proposal, no concern able highway impact.</p>

Stakeholder	Comments
	<p>In terms of the use of the footbridge over the railway and the roads to the north of the railway line, I have no record of any Public Right of Way over the footbridge, and I consider it is a private right for users of the railway – a matter for Network Rail to advise. Likewise, I would advise that West End Avenue and Laurel Drive are private roads outside the jurisdiction of the highway authority and again my records show no Public Rights of Way. It would be for the landowner/owners to grant private rights of access. There could be permissive rights of way, or rights under covenant, but I would not have any record of that. As I understand, permissive access routes are not permanent and there might not be a formal agreement in place, likewise I believe they have to be closed at least once a year to prevent any possible future claim of continuous public access. Accordingly, if no such permissive rights or other documented legal rights of access can be demonstrated it cannot be assured that non-motorised use to the site can be established to address earlier comments provided in that respect, or even retained in perpetuity.</p>
Anglian Water Service	<p><b>Utilities Capacity</b></p> <p>Does not appear to be a mains water or sewer connection south of the railway line - although the neighbouring marina is within the Whitlingham Trowse WRC catchment so may have a connection to our network - further investigation needed. Capacity available at WRC.</p> <p><b>Utilities Infrastructure</b></p> <p>No constraints apparent on site</p>
Broads Authority Ecologist	No comment
Norfolk County Council – Lead Local Flood Authority.	<p>a) The site is in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</p> <p>b) Safe access and egress must be considered.</p> <p>c) Currently would be classified as Minor Development</p>
Broadland District Council	<p>A number of different proposals have been put forward within this area, including within areas that appear to be extensively covered in woodland. BDC would draw your attention to the existence of Brundall Neighbourhood Plan 2016-2026 which is available on our website and may be subject to review in the near future.</p>

## 8.4. Site assessment

<b>Site address: Brundall Gardens Marina – small marina</b>		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Submitted through 2022 call for sites.</b>	
<b>Site Size (hectares)</b>	<b>0.24 hectares</b>	
<b>Greenfield / Brownfield</b>	<b>Marina - water</b>	
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>	
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>	
<b>National Nature Reserve</b>	<b>No</b>	
<b>Ancient Woodland</b>	<b>No</b>	
<b>Flood risk zone 3b</b>	<b>Yes, but this is for residential moorings</b>	
<b>Scheduled Ancient Monument</b>	<b>No</b>	
<b>Statutory Allotments</b>	<b>No</b>	
<b>Locally Designated Green Space</b>	<b>No</b>	
<b>At risk from Coastal Erosion</b>	<b>No</b>	
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space):		
<b>2 residential moorings</b>		
<b>Density calculator</b>	<b>N/A</b>	
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score</b> red/amber/green	<b>Comments</b>
Access to site		Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Proposal not considered to give rise to a serve detrimental impact. Highways raised concern regarding using the footbridge over the railway to then access roads into the centre of Brundall saying that the route is not public highway. The site promoter currently does not have proof of an agreement for use of the route but says it has been used for many years.
Accessibility to local services and facilities		Train station very close (Brundall Gardens with access to higher order settlements). Assuming use the footbridge over the railway, then towards the middle of Brundall, the Central Brundall Coop is 800m away.

Utilities Capacity		Does not appear to be a mains water or sewer connection south of the railway line - although the neighbouring marina is within the Whitlingham Trowse WRC catchment so may have a connection to our network - further investigation needed. Capacity available at WRC.
Utilities Infrastructure		
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and live as it is by the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Boats are part of the character of the area.
Townscape		
Biodiversity and Geodiversity		Some designated sites nearby, but there are already boats in the marina. Nutrient enrichment and recreational impacts will need to be mitigated.
Historic Environment		
Open Space		
Transport and Roads		Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Limited change/traffic generation resulting from proposal, no concern able highway impact.
Compatibility with neighbouring / adjoining uses		Boats are typical of the area. The Residential Moorings policy (and guide) talk of the need for a management plan.
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>

None		
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No.	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	<b>All in 1 year.</b>	
Comments	<b>Immediate start and completed in a year.</b>	
<b>Achievability (including viability)</b>		
Comments	Generally achievable with limited development.	
<b>Overcoming Constraints</b>		
Comments	Meeting the general policy requirements for residential moorings, including relating to flood risk. Water and sewer connection. Nutrient enrichment will need to be mitigated. GI RAMS – payment likely.	
<b>Trajectory of development</b>		
Comments	Immediate start and take one year to complete.	
<b>Barriers to Delivery</b>		
Comments	At the time of writing, Nutrient Enrichment.	
<b>Conclusion (e.g., is included in the theoretical capacity)</b>		
According to the HELAA assessment, the site is suitable for development.		

### 8.5. Additional considerations for residential moorings

Criteria	Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	2

<b>Criteria</b>	<b>Assessment</b>
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	See above
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	Yes – private
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No – in a marina and boats there already
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	Quay heading in place
<b>6: What are the adjacent buildings or land used for</b>	Marina
<b>7: What is the character or appearance of the surrounding area?</b>	Marina. Over the river, wildlife site.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking at marina
<b>10: How can service and emergency vehicles access the area safely?</b>	Down road to the site
<b>11: How would waste and sewerage be disposed of?</b>	Pump out at Marina
<b>12: Is the area on mains sewerage?</b>	See assessment
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	Not considered it would.
<b>14: Who owns the site? If not, who does and have you told them about your proposal?</b>	Site promoter
<b>15: What is the current use of the site?</b>	Marina



## 9. Brundall Gardens Marina – large marina - 6 residential moorings

### 9.1. Map of site



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### 9.2. Photos from site





### 9.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Ranger Services (impact on navigation)	The inclusion of residential moorings would not impact on the navigation as the moorings would be within the marina.
Broads Authority Development Management Team	No comments
Broads Authority Ecologist	No comments
Broads Authority Design and Heritage	No particular heritage or design constraints although there is a locally listed chalet to the east at Brundall Gardens Marina, the setting of which may need to be considered.
Broads Authority Landscape Architect	I have no objection to the existing allocation being carried forward.
Norfolk County Council Highways	<p>Notwithstanding the application relate to specific sites, clearly at this location the cumulative effect if all sites are allocated is a material consideration.</p> <p>The sites, whilst located close to Brundall and the local service provision that provides, are emotes in terms of accessibility other than by the private motor vehicle. There are no public footpath non-motorised user/pedestrian facilitates provision and links within Brundall.</p> <p>The highway access to Postwick Lane, whilst altered in recent years has restricted visibility due to an adjacent tree and given the allocation proposed, there would be a material increase in traffic movements through the access and could give rise to</p>

Stakeholder	Comments
	<p>conditions detrimental to highway safety. Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Postwick Lane does allow for two vehicles to pass, but there is no non-motorised provision and clearly the cumulative scale of development proposed will not only increase residential traffic, but service traffic associated with that. Consideration would need to be given to appropriate highway mitigation and non-motorised provision.</p> <p>In terms of individual allocation:  Above comments apply in relation to access and non-motorised use, but not considered to give rise to a serve detrimental impact.</p> <p>In terms of the use of the footbridge over the railway and the roads to the north of the railway line, I have no record of any Public Right of Way over the footbridge, and I consider it is a private right for users of the railway – a matter for Network Rail to advise. Likewise, I would advise that West End Avenue and Laurel Drive are private roads outside the jurisdiction of the highway authority and again my records show no Public Rights of Way. It would be for the landowner/owners to grant private rights of access. There could be permissive rights of way, or rights under covenant, but I would not have any record of that. As I understand, permissive access routes are not permanent and there might not be a formal agreement in place, likewise I believe they have to be closed at least once a year to prevent any possible future claim of continuous public access. Accordingly, if no such permissive rights or other documented legal rights of access can be demonstrated it cannot be assured that non-motorised use to the site can be established to address earlier comments provided in that respect, or even retained in perpetuity.</p>
Norfolk County Council – Lead Local Flood Authority.	<p>a) The site is in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</p> <p>b) Safe access and egress must be considered.</p> <p>c) Currently would be classified as Minor Development</p>
Anglian Water Services	<p><b>Utilities Capacity</b></p> <p>Does not appear to be a mains water or sewer connection south of the railway line - although the neighbouring marina is within the Whitlingham Trowse WRC catchment so may have</p>

Stakeholder	Comments
	<p>a connection to our network - further investigation needed. Capacity available at WRC.</p> <p><b>Utilities Infrastructure</b></p> <p>No constraints apparent on site</p>
Broadland District Council	<p>A number of different proposals have been put forward within this area, including within areas that appear to be extensively covered in woodland. BDC would draw your attention to the existence of Brundall Neighbourhood Plan 2016-2026 which is available on our website and may be subject to review in the near future.</p>

#### 9.4. Site assessment

<b>Site address: Brundall Gardens Marina – large marina</b>		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.		<b>Allocated in Local Plan 2019 for 6 residential moorings.</b>
<b>Site Size (hectares)</b>		<b>N/A</b>
<b>Greenfield / Brownfield</b>		<b>Marina – water</b>
<b>Ownership (if known)</b> (private/public etc.)		<b>Private</b>
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>		<b>No</b>
<b>National Nature Reserve</b>		<b>No</b>
<b>Ancient Woodland</b>		<b>No</b>
<b>Flood risk zone 3b</b>		<b>Yes, but this is for residential moorings.</b>
<b>Scheduled Ancient Monument</b>		<b>No</b>
<b>Statutory Allotments</b>		<b>No</b>
<b>Locally Designated Green Space</b>		<b>No</b>
<b>At risk from Coastal Erosion</b>		<b>No</b>
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>6 residential moorings.</b>		
<b>Density calculator</b>		<b>N/A</b>
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score</b> red/amber/green	<b>Comments</b>

Access to site		Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Proposal not considered to give rise to a serve detrimental impact. Highways raised concern regarding using the footbridge over the railway to then access roads into the centre of Brundall saying that the route is not public highway. The site promoter currently does not have proof of an agreement for use of the route but says it has been used for many years.
Accessibility to local services and facilities		Train station very close (Brundall Gardens with access to higher order settlements). Assuming use the footbridge over the railway, then towards the middle of Brundall, the Central Brundall Co-op is 700m away.
Utilities Capacity		Does not appear to be a mains water or sewer connection south of the railway line - although the neighbouring marina is within the Whitlingham Trowse WRC catchment so may have a connection to our network - further investigation needed. Considerable development planned in the WRC catchment and further investment required at WRC.
Utilities Infrastructure		
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and live as it is by the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Boats are part of the character of the area.
Townscape		
Biodiversity and Geodiversity		Some designated sites nearby, but there are already boats in the marina. Nutrient enrichment and recreational impacts will need to be mitigated.
Historic Environment		
Open Space		

Transport and Roads		Access improvements in terms of visibility and access width would need to be a consideration to taking development forward. Proposal not considered to give rise to a severe detrimental impact.
Compatibility with neighbouring / adjoining uses		Boats are typical of the area. The Residential Moorings policy (and guide) talk of the need for a management plan.
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Local Plan allocation	BRU6	5 residential moorings
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No.	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	<b>All in 1 year.</b>	
Comments	<b>Immediate start and completed in a year.</b>	
<b>Achievability (including viability)</b>		
Comments	Generally achievable with limited development.	
<b>Overcoming Constraints</b>		
Comments	Meeting the general policy requirements for residential moorings, including relating to flood risk. Water and sewer connection. Nutrient enrichment will need to be mitigated. GI RAMS – payment likely.	
<b>Trajectory of development</b>		
Comments	Immediate start and take one year to complete.	
<b>Barriers to Delivery</b>		
Comments	At the time of writing, Nutrient Enrichment.	
<b>Conclusion (e.g., is included in the theoretical capacity)</b>		
According to the HELAA assessment, the site is suitable for development.		



## 9.5. Additional considerations for residential moorings

Criteria	Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	6
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	See above
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	Yes – private
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No – in a marina and boats there already
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	Quay heading in place
<b>6: What are the adjacent buildings or land used for</b>	Marina
<b>7: What is the character or appearance of the surrounding area?</b>	Marina. Over the river, wildlife site.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking at marina
<b>10: How can service and emergency vehicles access the area safely?</b>	Down road to the site
<b>11: How would waste and sewerage be disposed of?</b>	Pump out at Marina
<b>12: Is the area on mains sewerage?</b>	See assessment
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	Not considered it would.
<b>14: Who owns the site? If not, who does and have you told them about your proposal?</b>	Site promoter
<b>15: What is the current use of the site?</b>	Marina

# 10. Greenway Marine, Chedgrave

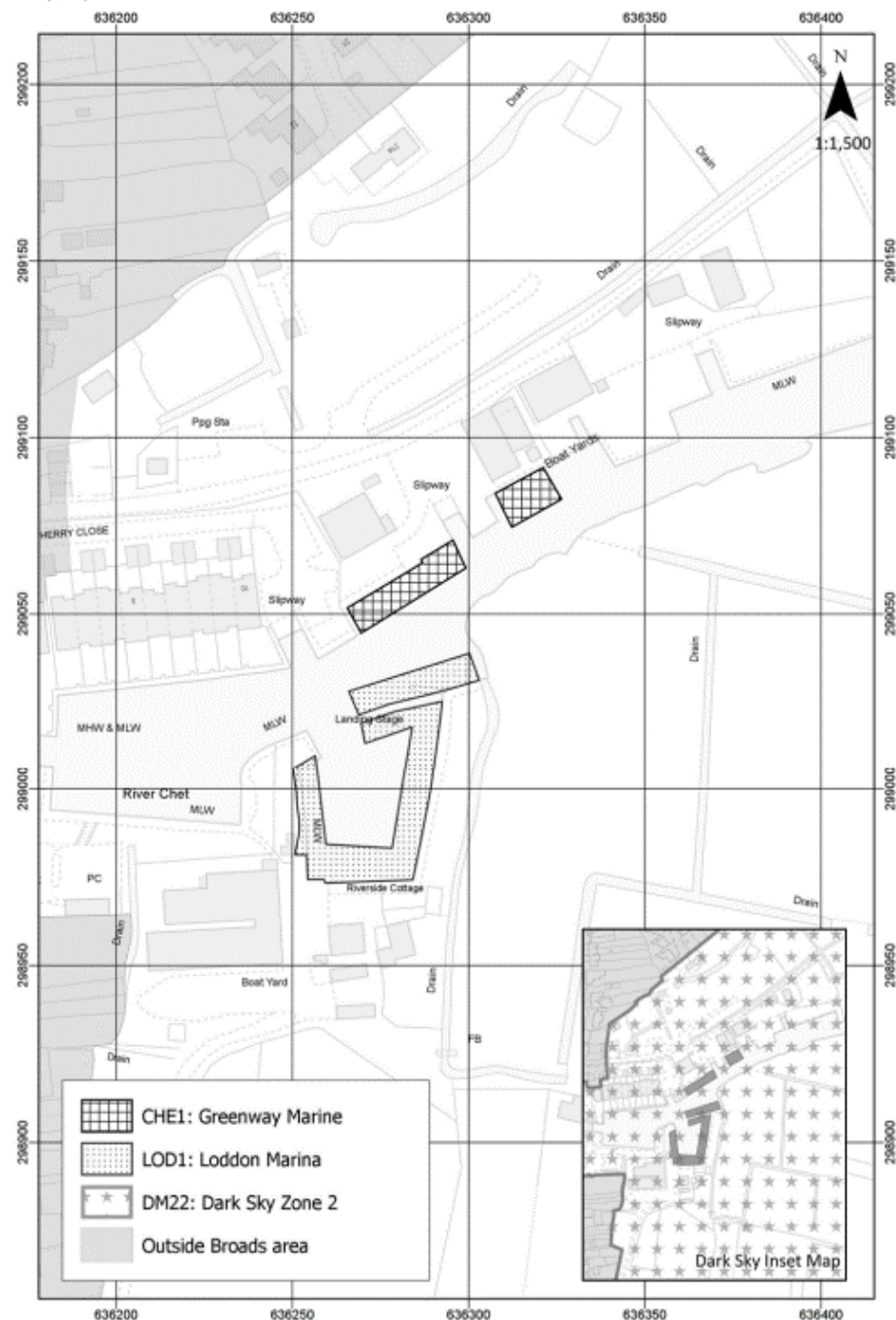
## 10.1. Map of site

The site in question is CHE1 on the following map.

Local Plan for the Broads - May 2019

5. CHEDGRAVE & LODDON

Policy Map



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## 10.2. Photos from site



## 10.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Ranger Services (impact on navigation)	The current restriction on length of vessels moored at this location must be maintained if moorings are converted to residential moorings to avoid impacting on vessels navigating.
Broads Authority Development Management Team	No comments
Broads Authority Ecologist	Assuming residential moorings would be within footprint of existing moorings, no comment. If creating from new, would have concerns about peat and potentially protected species/habitat, depending on location.
Broads Authority Design and Heritage	I have no objection to the proposal in design or heritage terms given the compatibility of the proposal to the existing use and character of the site.

Stakeholder	Comments
Broads Authority Landscape Architect	I have no objection to the existing allocation being carried forward
Norfolk County Council Highways	I note this site is already allocated and that Policy CHE1 already identifies the Highway concerns regarding access visibility. Having visited the site, these concerns remain and would need to be satisfactorily resolved in any formal application that may come forward.
Norfolk County Council – Lead Local Flood Authority.	a) The site is in Flood Zones 2 and 3 – the LLFA recommend that the EA are consulted. b) Safe access and egress must be considered
Anglian Water Services	<b>Utilities Capacity</b> We have water supply and sewerage networks in proximity to the marina, so would anticipate the moorings would dispose of wastewater via the marina's facilities and similarly use the marina's facilities for their water supply.  <b>Utilities Infrastructure</b> Chedgrave is within Sisland WRC catchment, which has capacity to accommodate this small-scale growth.
South Norfolk Council	We note that this is an existing allocation in the Local Plan. We do not have any particular comments that we wish to make regarding residential moorings however we would draw your attention to the emerging Chet Neighbourhood Plan.

#### 10.4. Site assessment

Site address: Greenway Marine Chedgrave	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Allocated in Local Plan 2019 for 5 residential moorings.</b>
<b>Site Size (hectares)</b>	<b>N/A</b>
<b>Greenfield / Brownfield</b>	<b>Marina – water</b>
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>
Absolute Constraints Check	
Is the site in a ...	
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>
<b>National Nature Reserve</b>	<b>No</b>

<b>Ancient Woodland</b>		<b>No</b>
<b>Flood risk zone 3b</b>		<b>Yes, but this is for residential moorings.</b>
<b>Scheduled Ancient Monument</b>		<b>No</b>
<b>Statutory Allotments</b>		<b>No</b>
<b>Locally Designated Green Space</b>		<b>No</b>
<b>At risk from Coastal Erosion</b>		<b>No</b>
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>5 residential moorings.</b>		
<b>Density calculator</b>		<b>N/A</b>
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Access to site		This site is already allocated and that Policy CHE1 already identifies the Highway concerns regarding access visibility. Having visited the site, these concerns remain and would need to be satisfactorily resolved in any formal application that may come forward.
Accessibility to local services and facilities		
Utilities Capacity		Chedgrave is within Sisland WRC catchment, which has capacity to accommodate this small-scale growth.
Utilities Infrastructure		We have water supply and sewerage networks in proximity to the marina, so would anticipate the moorings would dispose of wastewater via the marina's facilities and similarly use the marina's facilities for their water supply.
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and live as it is by the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>

Nationally and Locally Significant Landscapes		Boats are part of the character of the area.
Townscape		
Biodiversity and Geodiversity		Recreational impacts will need to be mitigated.
Historic Environment		
Open Space		
Transport and Roads		This site is already allocated and that Policy CHE1 already identifies the Highway concerns regarding access visibility. Having visited the site, these concerns remain and would need to be satisfactorily resolved in any formal application that may come forward.
Compatibility with neighbouring / adjoining uses		Boats are typical of the area. The Residential Moorings policy (and guide) talk of the need for a management plan.
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Local Plan allocation	CHE1	5 residential moorings
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No.	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):		<b>All in 1 year.</b>
Comments	<b>Immediate start and completed in a year.</b>	
<b>Achievability (including viability)</b>		
Comments	Generally achievable with limited development.	



<b>Overcoming Constraints</b>	
Comments	Meeting the general policy requirements for residential moorings, including relating to flood risk. Water and sewer connection. Access visibility. GI RAMS – payment likely.
<b>Trajectory of development</b>	
Comments	Immediate start and take one year to complete.
<b>Barriers to Delivery</b>	
Comments	At the time of writing, Nutrient Enrichment.
<b>Conclusion (e.g., is included in the theoretical capacity)</b>	
According to the HELAA assessment, the site is suitable for development.	

### 10.5. Additional considerations for residential moorings

Criteria	Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	5
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	Many services and facilities nearby.
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	Yes – private
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No – in a marina and boats there already
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	Quay heading in place
<b>6: What are the adjacent buildings or land used for</b>	Marina
<b>7: What is the character or appearance of the surrounding area?</b>	Marina.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking at marina
<b>10: How can service and emergency vehicles access the area safely?</b>	Down road to the site

Criteria	Assessment
11: How would waste and sewerage be disposed of?	Pump out at Marina
12: Is the area on mains sewerage?	See assessment
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	Not considered it would.
14: Who owns the site? If not, who does and have you told them about your proposal?	Site promoter
15: What is the current use of the site?	Marina

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## 11. Hipperson's Boatyard, Gillingham - 5 residential moorings

### 11.1. Map of site



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### 11.2. Photos from sites





### 11.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Ranger Services (impact on navigation)	The inclusion of residential moorings would not impact on the navigation as the moorings would be within the marina.
Broads Authority Development Management Team	No comments.
Broads Authority Ecologist	Some photos show some natural edge with pontoon style moorings rather than hard edge. Keeping this would be ideal.
Broads Authority Design and Heritage	The site is adjacent to the Beccles Conservation Area, but the proposal would not change the character of the area and so there are unlikely to be any particular design or heritage concerns.
Broads Authority Landscape Architect	No objection to the site being taken forward. Would support similar wording to existing policy to secure/restrict the appearance and other matters related to landscape.
Norfolk County Council Highways	<p>Although unclear as to whether existing moorings will be utilised, or new ones proposed.</p> <p>Located close and with links to local services and public transport links, so likely to be less reliance on the motor vehicle.</p> <p>Vehicular access appears acceptable and therefore subject to the usual caveats regarding access, parking, EV charging, pedestrian and cycle provision I see so fundamental issues with this proposal in highway terms.</p>
Anglian Water Services	<b>Utilities Capacity</b>

Stakeholder	Comments
	<p>Water and sewerage connections already exist at the boatyard. Beccles Marsh Lane WRC has some limited capacity - depending on cumulative development within the WRC catchment area. If further investment is required AW will undertake this once planning permission is granted.</p> <p><b>Utilities Infrastructure</b></p> <p>No constraints apparent on site</p>
South Norfolk District Council	We do not have any particular comments that we wish to make in relation to the proposed residential moorings at this time.

#### 11.4. Site assessment

Site address: Hipperson's Boatyard, Gillingham		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Allocated in the Local Plan 2019 for 5 residential moorings.</b>	
<b>Site Size (hectares)</b>	<b>0.38 hectares</b>	
<b>Greenfield / Brownfield</b>	<b>Boatyard – water</b>	
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>	
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>	
<b>National Nature Reserve</b>	<b>No</b>	
<b>Ancient Woodland</b>	<b>No</b>	
<b>Flood risk zone 3b</b>	<b>Yes, but this is for residential moorings.</b>	
<b>Scheduled Ancient Monument</b>	<b>No</b>	
<b>Statutory Allotments</b>	<b>No</b>	
<b>Locally Designated Green Space</b>	<b>No</b>	
<b>At risk from Coastal Erosion</b>	<b>No</b>	
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space):		
<b>5 residential moorings</b>		
<b>Density calculator</b>	<b>N/A</b>	
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score</b> red/amber/green	<b>Comments</b>
Access to site		Vehicular access appears acceptable and therefore subject to the usual caveats regarding access, parking, EV charging, pedestrian and cycle provision NCC see so

		fundamental issues with this proposal in highway terms.
Accessibility to local services and facilities		Many facilities within walking distance of the site. Footway able to be used.
Utilities Capacity		Water and sewerage connections already exist at the boatyard. Beccles Marsh Lane WRC has some limited capacity - depending on cumulative development within the WRC catchment area. If further investment is required AW will undertake this once planning permission is granted.
Utilities Infrastructure		No constraints apparent on site
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and live as it is a village by the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Whilst in the Broads, boats are typical of the character of this area.
Townscape		
Biodiversity and Geodiversity		County wildlife site nearby. Recreational impacts will need to be mitigated.
Historic Environment		Some listed buildings nearby, but away from the proposal.
Open Space		
Transport and Roads		Vehicular access appears acceptable and therefore subject to the usual caveats regarding access, parking, EV charging, pedestrian and cycle provision NCC see so fundamental issues with this proposal in highway terms.
Compatibility with neighbouring / adjoining uses		



Local Plan Designations (add further lines as required)		
Designation	Policy reference	Comments
Allocated for residential moorings.	BEC1	Local Plan 2019.
Availability Assessment (will require liaison with landowners)		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No.	
When might the site be available for development (tick as appropriate)	Immediately	
	Within 5 years	
	5-10 years	✓
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	5 per year.	
Comments	Presumed it will take one year to complete the development.	
Achievability (including viability)		
Comments	The development will likely be attractive to people to live in. There is no reason to consider this site not achievable.	
Overcoming Constraints		
Comments	GI RAMS – payment likely. Meeting the general policy requirements for residential moorings, including relating to flood risk.	
Trajectory of development		
Comments	All five developed within a year.	
Barriers to Delivery		
Comments	None obvious.	
Conclusion (e.g., is included in the theoretical capacity)		
According to the HELAA assessment, the site is suitable for development.		

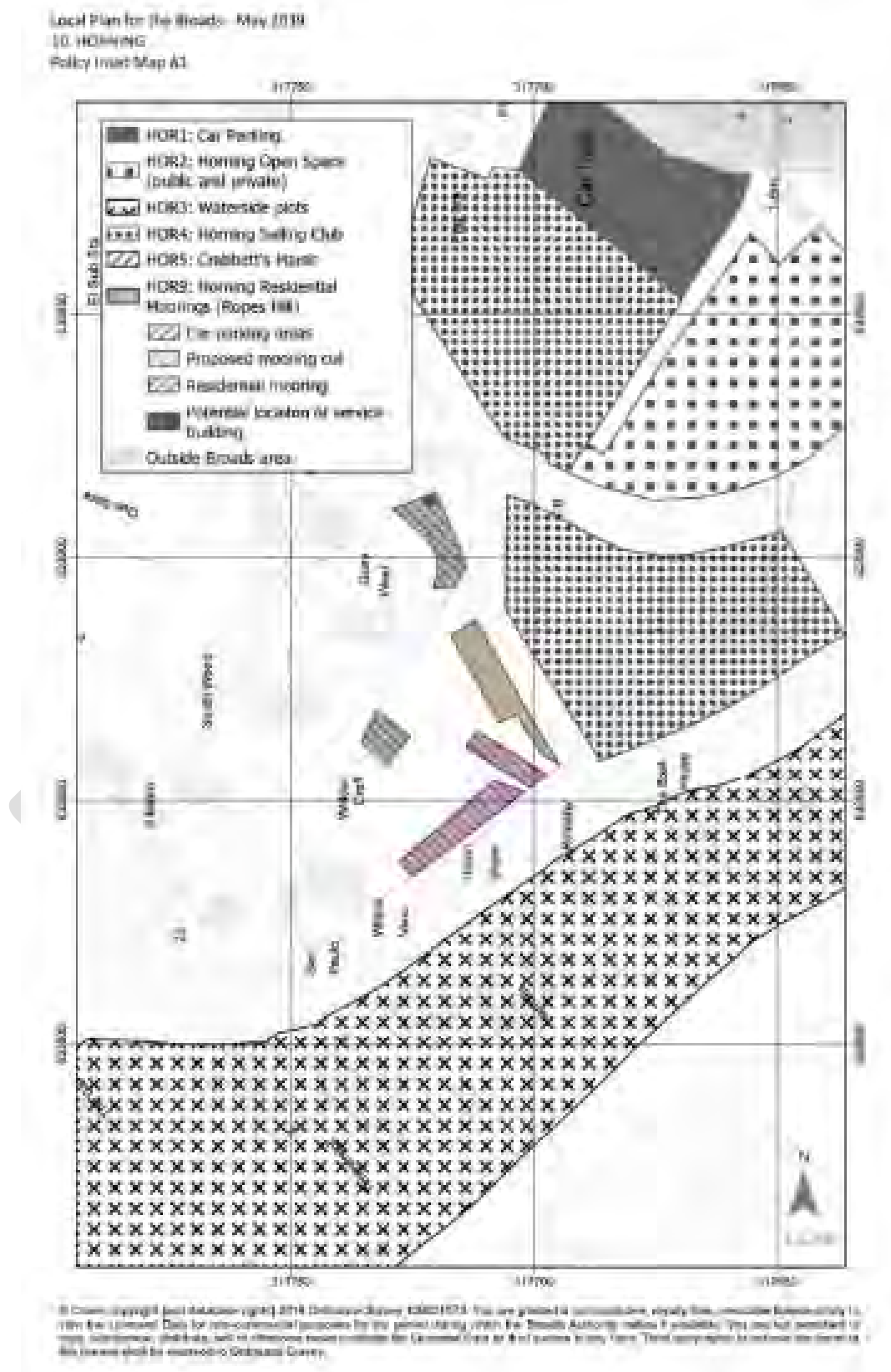
### 11.5. Additional considerations for residential moorings

Criteria	Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	5
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	Yes
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	Yes – private
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No – in a marina and boats there already
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	Quay heading in place
<b>6: What are the adjacent buildings or land used for</b>	Marina
<b>7: What is the character or appearance of the surrounding area?</b>	Marina. On edge of settlement.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking at marina
<b>10: How can service and emergency vehicles access the area safely?</b>	Marina is off main road.
<b>11: How would waste and sewerage be disposed of?</b>	Pump out at Marina
<b>12: Is the area on mains sewerage?</b>	See assessment
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	Not considered it would.
<b>14: Who owns the site? If not, who does and have you told them about your proposal?</b>	Site promoter
<b>15: What is the current use of the site?</b>	Marina

## 12. Ropes Hill, Horning - 6 residential moorings

### 12.1. Map of site

The site is represented by area HOR9 in the map below:



## 12.2. Photos of the site



## 12.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	No comments
Broads Authority Ranger Services (impact on navigation)	The inclusion of residential moorings would not impact on the navigation as the proposed moorings are along a side channel. Maintaining access along the channel will need to be considered.
Broads Authority Design and Heritage	The site is immediately adjacent to the Horning Conservation Area and in close proximity to two locally listed chalets (Romany to the south-west and the Garden House to the north-west). The setting of these heritage assets will therefore need to be considered.

Stakeholder	Comments
	<p>Given the location and character of the area, the proposal could be considered acceptable in design terms, again dependent on the type of boats proposed (e.g., boats rather than floating mobile homes) and the position, design etc of ancillary facilities.</p>
<p>Broads Authority Landscape Architect</p>	<p>No landscape objection to the site being carried forward with similar wording to existing policy to secure/maintain appearance and matters relating to landscape.</p>
<p>Norfolk County Council Highways</p>	<ul style="list-style-type: none"> <li>a) Whilst accessible to limited local service provision without total reliance of the motor vehicle, it is likely that the latter would still be the primary mode of transport.</li> <li>b) Ropes Hill is a private drive and currently serves eleven residential properties together with numerous boat moorings. The access track is substandard and does not meet current highway standards with limited scope for any improvement. It is considered inadequate to serve the scale of development proposed.</li> <li>c) Ropes Hill has no passing places, and this development increases the propensity for vehicles needing to reverse either in the vicinity of the adjacent public highway or out onto the public highway itself if, after turning onto Ropes Hill, their passage is obstructed by on-coming vehicles. Given the alignment of the public highway at this location, reversing back onto the public highway would give rise to conditions detrimental to highway safety.</li> <li>d) Even if the number proposed was reduced in scale, it would still result in an intensification of use Ropes Hill and the highway access and comments in that respect would still be applicable in the absence of proffered mitigation.</li> </ul>
<p>Anglian Water Services</p>	<p><b>Utilities Capacity</b></p> <p>Horning-Knackers Wood WRC - constraints for future development. AW would need to understand how current sewage from moorings is managed at the mooring site - whether there are private treatment arrangements in place or whether this is connected to our network, in which case we would not consider further connections to be sustainable given the challenging issues in this location currently affecting our network and WRC operations. A number of works have been carried out to address groundwater and river water infiltration to our network and further works planned.</p> <p><b>Utilities Infrastructure</b></p>

Stakeholder	Comments
	No constraints apparent on site
Norfolk County Council Lead Local Flood Authority	<p>a) The site is in Flood Zones 2 and 3 - LLFA recommend the EA are consulted.</p> <p>b) Safe access and egress must be considered</p>
Broads Authority Ecologist	Some sedge dominated vegetation in mooring surrounds indicating peat potential. Would like to see this maintained & managed & not impacted by proposal
North Norfolk District Council	<p>a) Horning is identified in the Settlement Hierarchy as a Small Growth Village as part of NNDC's emerging Local Plan. The Plan identifies an indicative housing allowance for Horning of 29 dwellings that could be delivered over the Plan Period through a mix of new allocations, 'infill' developments and existing commitments.</p> <p>b) The Plan does not allocate any sites in Horning.</p> <p>c) Anglian Water and the Environment Agency have confirmed that the Horning Knackers Wood Water Recycling Centre (WRC) does not have capacity to accommodate further foul flows and that if the flows continue to rise there is a risk of increased nutrient loading to the river and therefore deterioration in water quality. There is also increased risk of sewer flooding. NNDC, the Broads Authority and EA have agreed in a Joint Position Statement to assume a presumption against any future development that could increase foul water flows to Horning WRC from occurring in Horning. The details of this can be found in appendix E of NNDC's emerging Local Plan's Infrastructure Delivery Plan.</p> <p>d) The site is immediately adjacent to the Horning Conservation Area and resides within Flood Zone 2 and 3. The site lies outside the settlement boundary and is considered part of the countryside.</p> <p>e) The site is reasonably well located to existing services and facilities though the settlement is a small growth village and does not include significant provision of services. The impact the site may have on the Horning Knackers Wood WRC means the site is potentially unsuitable for development based on the site's risk of increasing foul water flows into the WRC. There are flood risk concerns on this site and the careful</p>



Stakeholder	Comments
	consideration would need to be given to the Horning Conservation Area.

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## 12.4. Site assessment

Site address: Ropes Hill, Horning		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Currently allocated in the Local Plan for 6 residential moorings.</b>	
<b>Site Size (hectares)</b>	<b>0.1 hectares</b>	
<b>Greenfield / Brownfield</b>	<b>Greenfield/established moorings</b>	
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>	
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>	
<b>National Nature Reserve</b>	<b>No</b>	
<b>Ancient Woodland</b>	<b>No</b>	
<b>Flood risk zone 3b</b>	<b>Yes – but this is for residential moorings.</b>	
<b>Scheduled Ancient Monument</b>	<b>No</b>	
<b>Statutory Allotments</b>	<b>No</b>	
<b>Locally Designated Green Space</b>	<b>No</b>	
<b>At risk from Coastal Erosion</b>	<b>No</b>	
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>6 residential moorings</b>		
<b>Density calculator</b>	<b>N/A</b>	
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score</b> red/amber/green	<b>Comments</b>
Access to site		<p>a) Ropes Hill is a private drive and currently serves eleven residential properties together with numerous boat moorings. The access track is substandard and does not meet current highway standards with limited scope for any improvement. It is considered inadequate to serve the scale of development proposed.</p> <p>b) Ropes Hill has no passing places, and this development increases the propensity for vehicles needing to reverse either in the vicinity of the adjacent public highway or out onto the public highway itself if, after turning onto Ropes Hill, their passage is obstructed by on-coming vehicles. Given the alignment of the public highway at this location,</p>

		reversing back onto the public highway would give rise to conditions detrimental to highway safety.
Accessibility to local services and facilities		Bus service and post office/shop within 300m.
Utilities Capacity		Horning Knackers Wood Water Recycling Centre capacity issues.
Utilities Infrastructure		
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and live as it is a village by the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		
Townscape		
Biodiversity and Geodiversity		Site is on peat and proposals require peat to be excavated to make a mooring cut although if the proposal was for 4 residential moorings, there would be no need to excavate peat. Recreation impacts will need mitigating.
Historic Environment		The site is immediately adjacent to the Horning Conservation Area and in close proximity to two locally listed chalets (Romany to the south-west and the Garden House to the north-west). The setting of these heritage assets will therefore need to be considered.
Open Space		Some green infrastructure might be lost as a result of excavation to provide room for two more moorings. But 4 residential moorings could be provided with no loss of green infrastructure.
Transport and Roads		a) Ropes Hill is a private drive and currently serves eleven residential properties together with numerous boat moorings. The access track is substandard and does not meet current highway

		standards with limited scope for any improvement. It is considered inadequate to serve the scale of development proposed. b) Ropes Hill has no passing places, and this development increases the propensity for vehicles needing to reverse either in the vicinity of the adjacent public highway or out onto the public highway itself if, after turning onto Ropes Hill, their passage is obstructed by on-coming vehicles. Given the alignment of the public highway at this location, reversing back onto the public highway would give rise to conditions detrimental to highway safety.
Compatibility with neighbouring / adjoining uses		
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Allocated for 6 residential moorings.	HOR9	Local Plan 2019
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	
	Within 5 years	✓
	5-10 years	
	10-15 years	
	15-20 years	
	Comments: Important to note the issues relating to the Water Recycling Centre (see earlier).	
Estimated annual build out rate (including justification):		<b>6 per year.</b>
Comments	<b>Presumed it will take one year to complete the development.</b>	
<b>Achievability (including viability)</b>		
Comments	Being a village by the Broads, the development will likely be attractive to people to live in. Detailed viability information will be calculated at Planning	

	Application stage. A Viability Assessment will also accompany the Local Plan.
<b>Overcoming Constraints</b>	
Comments	Peat policy and guide – reduce to 4 residential moorings so no peat excavated? Setting of the heritage assets. Access concerns. Water Recycling Centre Concerns. Meeting the general policy requirements for residential moorings, including relating to flood risk. GI RAMS – payment likely.
<b>Trajectory of development</b>	
Comments	6 in one year.
<b>Barriers to Delivery</b>	
Comments	Water recycling centre capacity issues.
<b>Conclusion (e.g., is included in the theoretical capacity)</b>	
According to the HELAA assessment, the site is not suitable for development.	

## 12.5. Additional considerations for residential moorings

Criteria	Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	6 has been put forward, but 4 would mean no peat would be excavated.
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	See above
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	Yes – private
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No – moorings are there already for 4 boats. If another two were to be provide, land would be excavated so no impact on navigation.
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	Quay heading in place
<b>6: What are the adjacent buildings or land used for</b>	Residential and sailing club.
<b>7: What is the character or appearance of the surrounding area?</b>	Residential and sailing club.

<b>Criteria</b>	<b>Assessment</b>
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking would be provided nearby as part of the scheme.
<b>10: How can service and emergency vehicles access the area safely?</b>	Down road to the site
<b>11: How would waste and sewerage be disposed of?</b>	A small utilities block may be provided. But issues regarding capacity at the Water Recycling Centre.
<b>12: Is the area on mains sewerage?</b>	See assessment. But issues regarding capacity at the Water Recycling Centre.
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	Not considered it would.
<b>14: Who owns the site? If not, who does and have you told them about your proposal?</b>	Site promoter
<b>15: What is the current use of the site?</b>	Moorings and an area of open space.



## 13. Land next to Loddon Marina – 10 residential moorings

### 13.1. Map of site



### 13.2. Photos of site





### 13.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Ranger Services (impact on navigation)	The inclusion of residential moorings would not impact on the navigation however consideration to the safe access for boats joining the main river from the dyke would need to be considered.
Broads Authority Development Management Team	The site is in the Conservation Area, so all trees are protected. There have been some recent applications for works to trees.
Broads Authority Design and Heritage	<p>This site is within Loddon Conservation Area and on the eastern edge of the settlement.</p> <p>The proposal is for additional residential moorings down a dyke that extends north-south at the eastern edge of the Marina. I would have some concerns if the dyke had to be widened, as it is currently quite narrow, and this had a detrimental impact on neighbouring trees, which contribute to the character of the conservation area. Equally consideration would also need to be given to the provision of ancillary facilities, such as boardwalks and storage and how this might be achieved so that it preserves and enhances the character of the conservation area.</p>
Broads Authority Landscape Architect	The use of the dyke for residential moorings would result in a change in character of the existing feature and partial sub-urbanisation and formalisation of the bank edges if quay heading were required. The call for sites application states that the

Stakeholder	Comments
	<p>residential moorings would result in an improvement to the character and appearance of the site through attractive landscaping, however the existing character has some value, including an existing Willow tree which could be lost with widening of the dyke.</p> <p>Consideration would be required of the potential disturbance of peat.</p> <p>Overall, the use of the dyke and associated engineering works associated with making it suitable for residential moorings would not be considered positive in landscape terms and could be detrimental to the appearance of the area.</p>
Norfolk County Council Highways	<p>Access to highway network suitable for scale of development proposed and unlikely to give rise to any specific highway safety concerns.</p> <p>Site located with access to schools, local services, etc, without reliance on the private motor vehicle, albeit some service provision, employment likely to be sought further afield.</p>
Anglian Water Services	<p><b>Utilities Capacity</b> Sisland WRC catchment - WRC has capacity available.</p> <p><b>Utilities Infrastructure</b> No constraints apparent</p>
South Norfolk District Council	<p>Consideration should be given to the identified constraints on and adjacent to the site and we would draw your attention to the emerging Chet Neighbourhood Plan, however we do not have any particular comments that we wish to make in relation to this representation at this time.</p>
Broads Authority Ecologist	<p>Potential environmental issues with excavation of ditch, particularly water voles. Would need ecological survey. Surveys likely.</p>

#### 13.4. Site assessment

Site address: Land next to Loddon Marina – residential moorings	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Submitted through 2022 call for sites.</b>
<b>Site Size (hectares)</b>	<b>0.07 hectares</b>

<b>Greenfield / Brownfield</b>	<b>Dyke next to marina</b>	
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>	
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>	
<b>National Nature Reserve</b>	<b>No</b>	
<b>Ancient Woodland</b>	<b>No</b>	
<b>Flood risk zone 3b</b>	<b>Yes, but for residential moorings.</b>	
<b>Scheduled Ancient Monument</b>	<b>No</b>	
<b>Statutory Allotments</b>	<b>No</b>	
<b>Locally Designated Green Space</b>	<b>No</b>	
<b>At risk from Coastal Erosion</b>	<b>No</b>	
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>10 residential moorings</b>		
<b>Density calculator</b>	N/A	
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Access to site		Access to highway network suitable for scale of development proposed and unlikely to give rise to any specific highway safety concerns
Accessibility to local services and facilities		Site located with access to schools, local services, etc, without reliance on the private motor vehicle, albeit some service provision, employment likely to be sought further afield.
Utilities Capacity		Sisland WRC catchment - WRC has capacity available.
Utilities Infrastructure		
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		

Market Attractiveness		Has potential to be attractive as a place to visit and live as it is an area by the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Overall, the use of the dyke and associated engineering works associated with making it suitable for residential moorings would not be considered positive in landscape terms and could be detrimental to the appearance of the area.
Townscape		
Biodiversity and Geodiversity		Loss of habitat due to the straightening and hardening of the dyke edges. Recreational impacts will need mitigating (but that does not make the assessment rate red). Site is on peat so dyke widening would result in excavation of peat.
Historic Environment		In Conservation Area. Concerns if the dyke had to be widened, as it is currently quite narrow, and this had a detrimental impact on neighbouring trees, which contribute to the character of the Conservation Area. Equally consideration would also need to be given to the provision of ancillary facilities, such as boardwalks and storage and how this might be achieved so that it preserves and enhances the character of the conservation area.
Open Space		
Transport and Roads		Access to highway network suitable for scale of development proposed and unlikely to give rise to any specific highway safety concerns
Compatibility with neighbouring / adjoining uses		
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Not allocated		
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
	Immediately	✓

When might the site be available for development (tick as appropriate)	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):		10 per year.
Comments	Presumed it will take one year to complete the development.	
Achievability (including viability)		
Comments	The development will likely be attractive to people to live in. There is no reason to consider this site not achievable.	
Overcoming Constraints		
Comments	Seems the development will require widening of the dyke, which is peat. This widening likely to have impacts on character. Not clear how these constraints can be overcome. GI RAMS – payment likely. Peat.	
Trajectory of development		
Comments	10 in one year.	
Barriers to Delivery		
Comments	Peat and impact of widening dyke and impact on landscape.	
Conclusion (e.g., is included in the theoretical capacity)		
According to the HELAA assessment, the site is not suitable for development.		

### 13.5. Additional considerations for residential moorings

Criteria	Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	10
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	See above
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	One boat moored there on-site visit. But this is a dyke.
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	Widening seems to be required. Off the main navigation.
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	No quay heading currently.

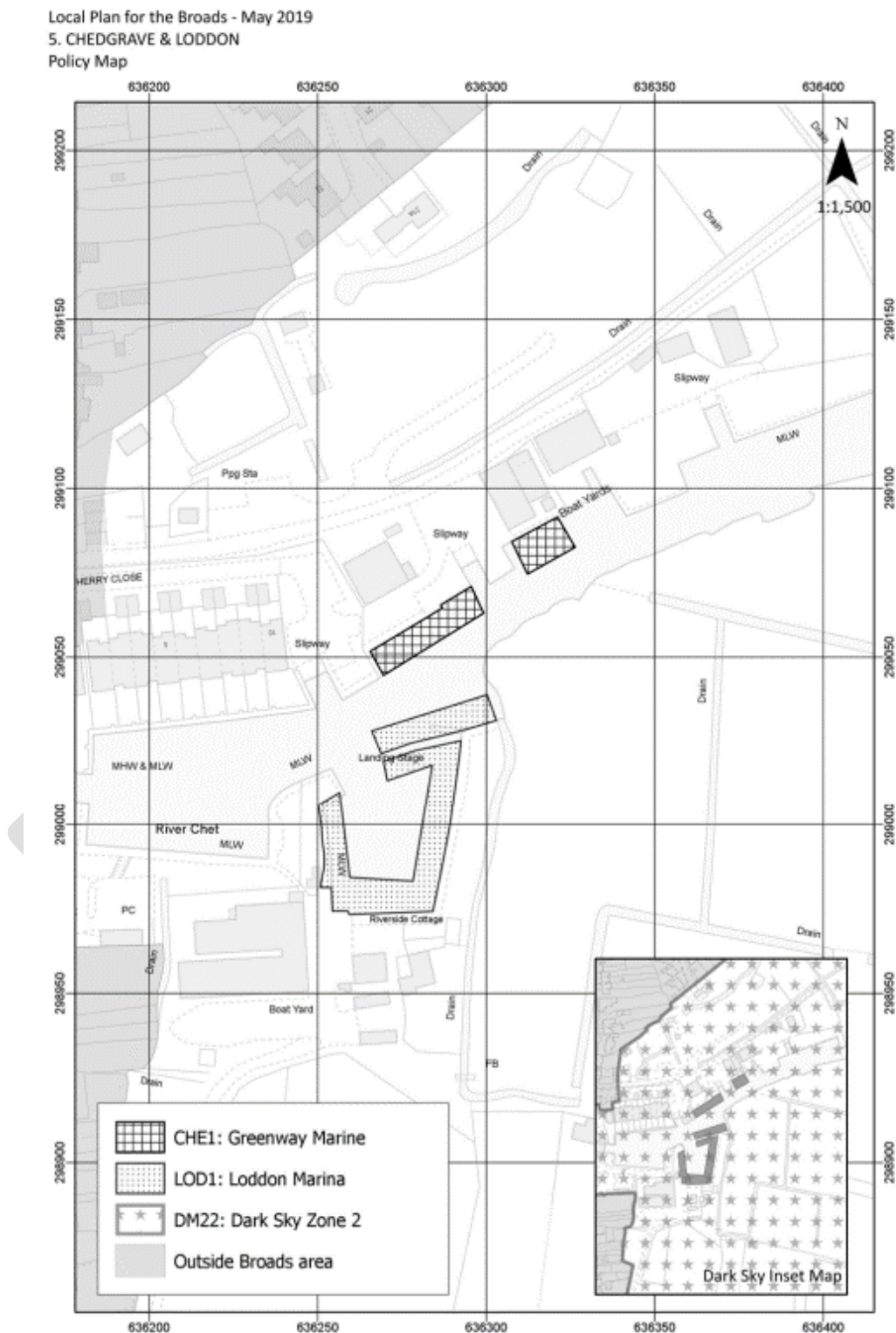


<b>Criteria</b>	<b>Assessment</b>
<b>6: What are the adjacent buildings or land used for</b>	Marina/rural open area.
<b>7: What is the character or appearance of the surrounding area?</b>	Marina/rural open area.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking at marina
<b>10: How can service and emergency vehicles access the area safely?</b>	Down road to the site
<b>11: How would waste and sewerage be disposed of?</b>	Pump out at Marina
<b>12: Is the area on mains sewerage?</b>	See assessment
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	Not considered it would.
<b>14: Who owns the site? If not, who does and have you told them about your proposal?</b>	Site promoter
<b>15: What is the current use of the site?</b>	Dyke

## 14. Loddon Marina - 10 residential mooring

### 14.1. Map of site

The site is shown as the area described by LOD1 on the map below:



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## 14.2. Photos of site



## 14.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Ranger Services (impact on navigation)	The inclusion of the proposed residential moorings within the marina will not impact on the navigation. Any vessels moored on the river side of the marina must not extend further into the channel than the existing vessels to avoid impacting vessels navigating.
Broads Authority Development Management Team	No comments
Broads Authority Design and Heritage	I have no objection in design or heritage terms to the allocation of up to 10 residential moorings at Loddon Marina, as set out in the existing Local Plan Policy (LOD1).
Broads Authority Landscape Architect	I have no landscape comments/objections to the current allocation of 10 residential moorings at Loddon being carried forward.
Norfolk County Council Highways	Given the allocation is in the local plan I have no specific comment – LOD1 already refers to highway considerations.

Stakeholder	Comments
	Clearly, we would address any highway matters in response to any formal application made.
Anglian Water Services	<b>Utilities Capacity</b> Sisland WRC catchment - WRC has capacity available. <b>Utilities Infrastructure</b> No constraints apparent
Broads Authority Ecologist	No comments.
South Norfolk District Council	We note that this is an existing allocation in the Local Plan. We do not have any particular comments that we wish to make regarding residential moorings however we would draw your attention to the emerging Chet Neighbourhood Plan.

#### 14.4. Site assessment

Please note that this site has not been submitted as part of the Call for Sites for this Local Plan. It has been rolled forward from the current Local Plan. Some of the information within this assessment is estimated and highlighted as such.

Site address: Loddon Marina - 10 residential mooring	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Currently allocated in Local Plan for 10 residential moorings.</b>
<b>Site Size (hectares)</b>	<b>0.11 hectares</b>
<b>Greenfield / Brownfield</b>	<b>Marina – water</b>
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>
Absolute Constraints Check	
Is the site in a ...	
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>
<b>National Nature Reserve</b>	<b>No</b>
<b>Ancient Woodland</b>	<b>No</b>
<b>Flood risk zone 3b</b>	<b>Yes – but this is for residential moorings</b>
<b>Scheduled Ancient Monument</b>	<b>No</b>
<b>Statutory Allotments</b>	<b>No</b>
<b>Locally Designated Green Space</b>	<b>No</b>
<b>At risk from Coastal Erosion</b>	<b>No</b>
<i>If yes to any of the above, site will be excluded from further assessment.</i>	
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space):	

10 residential moorings		
<b>Density calculator</b>		<b>N/A</b>
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Access to site		LOD1 already refers to highway considerations and Norfolk County Council would address any highway matters in response to any formal application made.
Accessibility to local services and facilities		Many facilities within walking distance.
Utilities Capacity		Generally acceptable although detail regarding sewerage disposal required.
Utilities Infrastructure		
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and live as it is a village by the Broads
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Boats are characteristic of the marina.
Townscape		
Biodiversity and Geodiversity		Recreation impacts will need mitigating.
Historic Environment		In Conservation Area, but boats are characteristic of the marina.
Open Space		
Transport and Roads		
Compatibility with neighbouring / adjoining uses		
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>

Allocated for residential moorings	LOD1	Local Plan 2019
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	✓ (estimated)
	Within 5 years	✓ (estimated)
	5-10 years	
	10-15 years	
	15-20 years	
	Comments: This is estimated.	
Estimated annual build out rate (including justification):	<b>All in the same year – estimated.</b>	
Comments		
<b>Achievability (including viability)</b>		
Comments	The development will likely be attractive to people to live in. Detailed viability information will be calculated at Planning Application stage. A Viability Assessment will also accompany the Local Plan. There is no reason to consider this site not achievable.	
<b>Overcoming Constraints</b>		
Comments	Detail regarding sewerage disposal would be needed as part of a planning application. Flood risk would need to be addressed as well as other residential moorings policies. GI RAMS – payment likely.	
<b>Trajectory of development</b>		
Comments	10 in one year.	
<b>Barriers to Delivery</b>		
Comments	None obvious.	
<b>Conclusion (e.g., is included in the theoretical capacity)</b>		
According to the HELAA assessment, the site is suitable.		

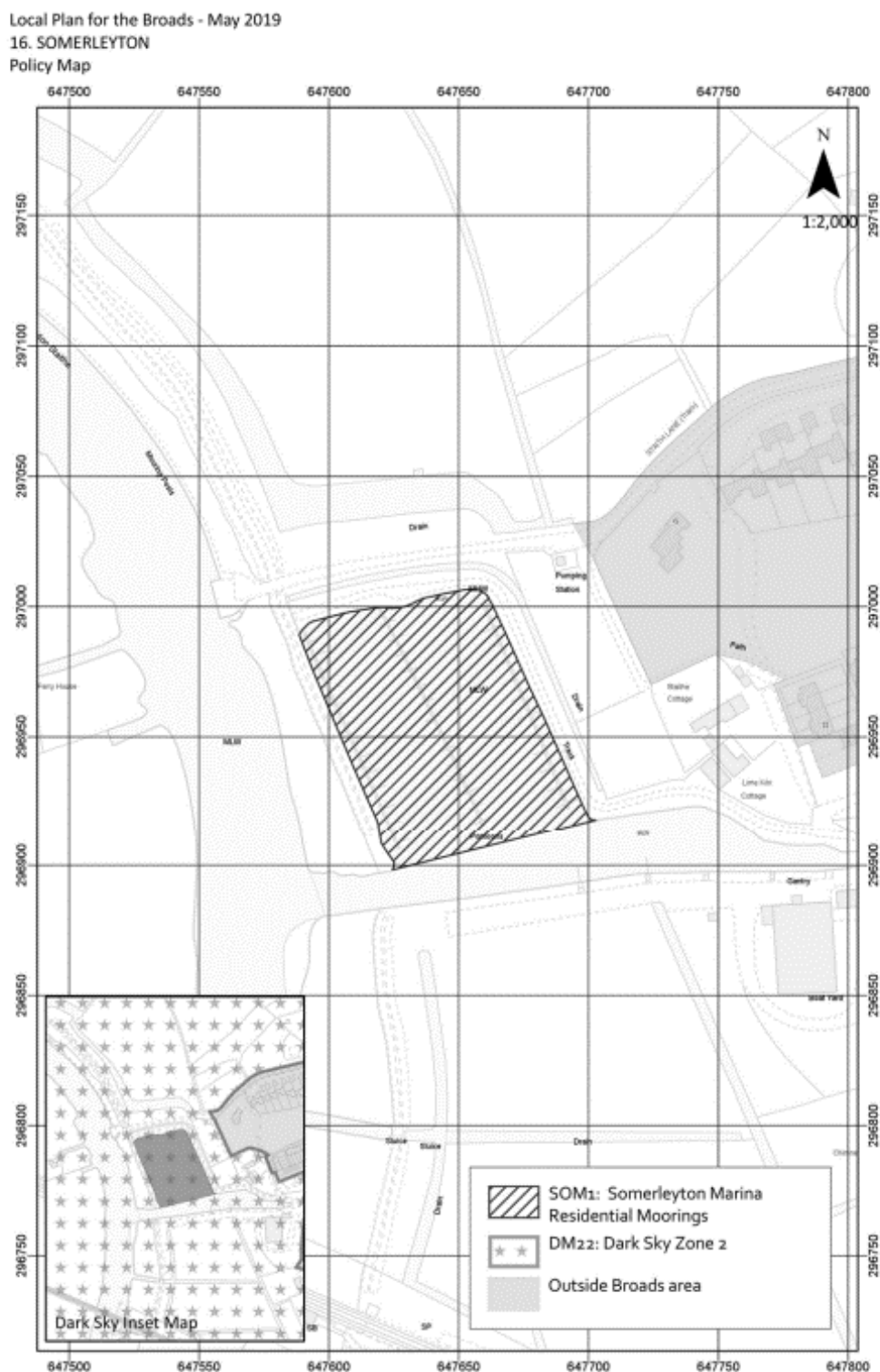
#### 14.5. Additional considerations for residential moorings

Criteria	Assessment
1: How many residential moorings or what length of residential moorings is proposed?	10



Criteria	Assessment
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	See above
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	Yes – private
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	Part of allocation in a marina. Part on river frontage so length would be a consideration in any plans/policy.
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	Quay heading in place
<b>6: What are the adjacent buildings or land used for</b>	Marina
<b>7: What is the character or appearance of the surrounding area?</b>	Marina.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking at marina
<b>10: How can service and emergency vehicles access the area safely?</b>	Down road to the site
<b>11: How would waste and sewerage be disposed of?</b>	Pump out at Marina
<b>12: Is the area on mains sewerage?</b>	See assessment
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	Not considered it would.
<b>14: Who owns the site? If not, who does and have you told them about your proposal?</b>	Site promoter
<b>15: What is the current use of the site?</b>	Marina

### 15.1. Map of site



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## 15.2. Photos of site



## 15.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Ranger Services (impact on navigation)	The inclusion of residential moorings would not impact on the navigation as the moorings would be within the marina.
Broads Authority Ecologist	Concerns re excavation and loss of reed bed, but no comments if marina not extended and existing marina used.
Broads Authority Development Management Team	No comments
Broads Authority Design and Heritage	In terms of additional residential moorings, I have no objection to that proposal which will be in keeping with the existing use and character of the area.
Broads Authority Landscape Architect	The site is immediately adjacent to and partially within the Somerleyton Conservation Area. The existing boatyard buildings (within the proposed allocation) are also within the conservation

Stakeholder	Comments
	<p>area. There are also a number of locally listed buildings in the vicinity, including the Duke's Head PH and outbuildings, the Brickfields terraces, the Swing Bridge and Signal Box, the remains of the Belgian Kiln and brickworks site and the Wherry Dyke and Crown Boat Yard, the setting of which will need to be considered.</p> <p>It is noted that there are potentially remains of the Wherry Dyke and Crown Boatyard and the Somerleyton brickworks on and adjacent to the site. The protrusion of the conservation area boundary to the west would appear to be in order to cover the former Wherry Dyke, which was cut as a canal in order to allow access for brick-laden boats between the brickworks and river.</p> <p>It will be necessary to ensure that associated infrastructure (e.g., parking, hardstanding, lighting, storage etc) is kept to a minimum to mitigate any potential harm to the character and appearance of the area and that the impact on designated and non-designated heritage assets is considered.</p>
Suffolk County Council Highways	Content that the marina has existing parking and pedestrian links, so this small expansion is acceptable. However, any additional moorings would need to provide sufficient parking in line with the adopted parking standards.
Suffolk County Council Education	No concerns.
Anglian Water Services	<p><b>Utilities Capacity:</b> Somerleyton Marsh Lane WRC - currently capacity available.</p> <p><b>Utilities Infrastructure:</b> No constraints apparent on site.</p>
East Suffolk Council	No comments received.

#### 15.4. Site assessment

Site address: Somerleyton Marina	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Currently allocated in the Local Plan for 10 residential moorings.</b>
<b>Site Size (hectares)</b>	<b>0.87 hectares</b>
<b>Greenfield / Brownfield</b>	<b>Marina - water</b>
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>

Absolute Constraints Check		
Is the site in a ...		
SPA, SAC, SSSI or Ramsar	No	
National Nature Reserve	No	
Ancient Woodland	No	
Flood risk zone 3b	Yes – but this is for residential moorings	
Scheduled Ancient Monument	No	
Statutory Allotments	No	
Locally Designated Green Space	No	
At risk from Coastal Erosion	No	
If yes to any of the above, site will be excluded from further assessment.		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>15 residential moorings</b>		
Density calculator	N/A	
Suitability Assessment		
Constraint	Score red/amber/green	Comments
Access to site		
Accessibility to local services and facilities		Train station and school within 1.2km of site. Shop being considered at the pub that is within 500m of the site. Important to note that the marina is adjacent to a development boundary (in East Suffolk Council area).
Utilities Capacity		Somerleyton Marsh Lane WRC - currently capacity available.
Utilities Infrastructure		
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and live as it is a village by the Broads
Impact	Score red/amber/green	Comments

Nationally and Locally Significant Landscapes		It will be necessary to ensure that associated infrastructure (e.g., parking, hardstanding, lighting, storage etc) is kept to a minimum to mitigate any potential harm to the character and appearance of the area and that the impact on designated and non-designated heritage assets is considered.
Townscape		
Biodiversity and Geodiversity		County Wildlife Site nearby. Recreation impacts will need mitigating.
Historic Environment		
Open Space		
Transport and Roads		It will be necessary to ensure that associated infrastructure (e.g., parking, hardstanding, lighting, storage etc) is kept to a minimum to mitigate any potential harm to the character and appearance of the area and that the impact on designated and non-designated heritage assets is considered.
Compatibility with neighbouring / adjoining uses		
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Allocated for 10 residential moorings.	SOM1	Local Plan 2019.
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development	Immediately	
	Within 5 years	✓
	5-10 years	
	10-15 years	



(tick as appropriate)	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):		<b>15 per year.</b>
Comments	<b>Presumed it will take one year to complete the development.</b>	
<b>Achievability (including viability)</b>		
Comments	The development will likely be attractive to people to live in. Detailed viability information will be calculated at Planning Application stage. A Viability Assessment will also accompany the Local Plan. There is no reason to consider this site not achievable.	
<b>Overcoming Constraints</b>		
Comments	Meeting the general policy requirements for residential moorings, including relating to flood risk. GI RAMS – payment likely. Heritage considerations and landscape impact considerations.	
<b>Trajectory of development</b>		
Comments	15 in one year.	
<b>Barriers to Delivery</b>		
Comments	None obvious.	
<b>Conclusion (e.g., is included in the theoretical capacity)</b>		
According to the HELAA assessment, the site is suitable for development.		

### 15.5. Additional considerations for residential moorings

Criteria	Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	15
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	See above
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	Yes – private
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No – in a marina and boats there already
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	Quay heading in place
<b>6: What are the adjacent buildings or land used for</b>	Marina

<b>Criteria</b>	<b>Assessment</b>
<b>7: What is the character or appearance of the surrounding area?</b>	Marina. Over the river, wildlife site.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking at marina
<b>10: How can service and emergency vehicles access the area safely?</b>	Down road to the site
<b>11: How would waste and sewerage be disposed of?</b>	Pump out at Marina
<b>12: Is the area on mains sewerage?</b>	See assessment
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	Not considered it would.
<b>14: Who owns the site? If not, who does and have you told them about your proposal?</b>	Site promoter
<b>15: What is the current use of the site?</b>	Marina

## 16. Richardson's Boatyard, Stalham Staithe - 10 residential moorings

### 16.1. Map of site



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## 16.2. Photos of site



## 16.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Ranger Services (impact on navigation)	The inclusion of the proposed residential moorings within the marina will not impact on the navigation. Any vessels moored on the river side of the marina must not extend further into the channel than the existing vessels to avoid impacting vessels navigating.
Broads Authority Development Management Team	No comments
Broads Authority Ecology	No comments
Broads Authority Design and Heritage	I have no objection to the proposal for 10 additional residential moorings at Richardson's. Such a use is likely to be in keeping with the existing character of the area and is unlikely to have any detrimental impact on the setting of the Stalham Staithe Conservation area which is in close proximity.

Stakeholder	Comments
Broads Authority Landscape Architect	<p>Assuming that the proposals would involve use of existing moorings, it seems unlikely that there would be any significant adverse effects on Landscape character. However, the northwest area of the site is close to residential and public waterside areas along Mill Road and Staithe Road. To reduce impacts, the number, size, and scale of boats using the moorings could be controlled using conditions.</p> <p>It may be more appropriate to cluster the residential moorings together as close to the centre of the overall site as possible to avoid impacts on residential and carr woodland to west.</p>
Norfolk County Council Highways	<p>Without knowing the exact location of the proposals, I can only make general comments, but have no objection in principle.</p> <p>It is unclear as to whether additional moorings for residential use, or if existing moorings will be sacrificed, and clearly this has bearing in terms of overall traffic movements with increased trips based on residential use. On the presumption that all vehicular access will be via the main entrance off Staithe Road, I do not foresee any significant concerns subject to visibility improvements at the access and better pedestrian links to existing facilities. There should be no increased use or vehicular access from Mill Road given its constraints.</p> <p>Whilst the site is located close to local services and transport links, this does involve crossing the A149. Accordingly, residential use will increase footfall and use of local services and therefore Improvements to existing pedestrian links especially along and crossing of the A149 to link to town will need to be duly considered.</p>
Anglian Water Services	<p><b>Utilities Capacity</b> Stalham WRC - currently has capacity available.</p> <p><b>Utilities Infrastructure</b> No constraints apparent on site.</p>
North Norfolk District Council	<p>Stalham is identified in the Settlement Hierarchy as a Small Growth Town as part of NNDC's emerging Local Plan. The Local Plan sets a housing target of 305 dwellings for the settlement and to be</p>

Stakeholder	Comments
	<p>delivered within the plan period via a combination of small scale 'infill' developments, new allocations and existing commitments.</p> <p>The emerging Local Plan allocates two sites in Stalham, ST23/2, Land North of Yarmouth Road, East of Broadbeach Gardens for 80 dwellings, and ST19/A, Land Adjacent to Ingham Road for 70 dwellings.</p> <p>The site lies outside the settlement boundary to Stalham, and the entirety of Stalham Staithe is considered to be within the countryside. The site is not very well located to the town centre and existing services and facilities within Stalham, being separated from the main settlement by the A149, although Stalham Junior and Infant School is within approximately 500m of the site.</p> <p>Parts of the site are within Flood zones 2 and 3.</p> <p>The Stalham Fen County Wildlife Site is immediately adjacent to the northeast of the site, the A149 intersects the two.</p> <p><i>Conclusion</i></p> <p>The site is poorly located to existing services and facilities, but residential moorings already exist in this area and there are flood risk concerns. Careful consideration would need to be given to the Stalham Fen County Wildlife Site.</p>

#### 16.4. Site assessment

Site address: Richardson's Boatyard, Stalham Staithe	
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.	<b>Submitted through 2022 call for sites.</b>
<b>Site Size (hectares)</b>	<b>0.9 hectares</b>
<b>Greenfield / Brownfield</b>	<b>Marina/boatyard</b>
<b>Ownership (if known)</b> (private/public etc.)	<b>Private</b>
Absolute Constraints Check	
<b>Is the site in a ...</b>	
<b>SPA, SAC, SSSI or Ramsar</b>	<b>No</b>
<b>National Nature Reserve</b>	<b>No</b>
<b>Ancient Woodland</b>	<b>No</b>



Flood risk zone 3b		Yes – but this is for residential moorings
Scheduled Ancient Monument		No
Statutory Allotments		No
Locally Designated Green Space		No
At risk from Coastal Erosion		No
If yes to any of the above, site will be excluded from further assessment.		
Development Potential (number of dwellings, hectares of employment land or town centre use floor space): 10 residential moorings.		
Density calculator		N/A
Suitability Assessment		
Constraint	Score red/amber/green	Comments
Access to site		On the presumption that all vehicular access will be via the main entrance off Staithe Road, I do not foresee any significant concerns subject to visibility improvements at the access and better pedestrian links to existing facilities. There should be no increased use or vehicular access from Mill Road given its constraints.
Accessibility to local services and facilities		Over the A149 from many key services. Improvements to existing pedestrian links especially along and crossing of the A149 to link to town will need to be duly considered.
Utilities Capacity		Stalham WRC - currently has capacity available
Utilities Infrastructure		
Contamination and ground stability		
Flood Risk		In flood zone 3b/body of water but is for residential moorings and residential moorings policy has provisions relating to flood risk.
Coastal Change		
Market Attractiveness		Has potential to be attractive as a place to visit and live as it is a village by the Broads
Impact	Score red/amber/green	Comments
Nationally and Locally Significant Landscapes		the northwest area of the site is close to residential and public waterside areas along Mill Road and Staithe Road. To reduce impacts, the number, size, and scale of
Townscape		boats using the moorings could be controlled using

		conditions. It may be more appropriate to cluster the residential moorings together as close to the centre of the overall site as possible to avoid impacts on residential and carr woodland to west.
Biodiversity and Geodiversity		Some designated sites nearby, but away from the proposal. Nutrient enrichment and recreational impacts will need to be mitigated.
Historic Environment		
Open Space		
Transport and Roads		On the presumption that all vehicular access will be via the main entrance off Staithe Road, I do not foresee any significant concerns subject to visibility improvements at the access and better pedestrian links to existing facilities. There should be no increased use or vehicular access from Mill Road given its constraints.
Compatibility with neighbouring / adjoining uses		It may be more appropriate to cluster the residential moorings together as close to the centre of the overall site as possible to avoid impacts on residential and carr woodland to west.
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Wider area has a criteria-based policy to guide what can happen on site.	STA1	Local Plan 2019
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	✓
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	

Estimated annual build out rate (including justification):	<b>10 per year.</b>
Comments	<b>Presumed it will take one year to complete the development.</b>
<b>Achievability (including viability)</b>	
Comments	Despite the lack of services nearby, being a village by the Broads, the development will likely be attractive to people to live in. Detailed viability information will be calculated at Planning Application stage. A Viability Assessment will also accompany the Local Plan. There is no reason to consider this site not achievable.
<b>Overcoming Constraints</b>	
Comments	Consider access over A149, cluster to avoid impact on nearby uses, GI RAMS – payment likely. Nutrient Neutrality.
<b>Trajectory of development</b>	
Comments	10 in one year.
<b>Barriers to Delivery</b>	
Comments	At the time of writing, nutrient enrichment.
<b>Conclusion (e.g., is included in the theoretical capacity)</b>	
According to the HELAA assessment, the site is suitable for development.	

#### 16.5. Additional considerations for residential moorings

Criteria	Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	10
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	See above
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g., public, private, marina etc.)?</b>	Yes – private
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No – in a marina and boats there already
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	Quay heading in place
<b>6: What are the adjacent buildings or land used for</b>	Marina

<b>Criteria</b>	<b>Assessment</b>
<b>7: What is the character or appearance of the surrounding area?</b>	Marina. Over the river, wildlife site.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes
<b>9: What car parking is there for people living on boats (e.g., car park or park on road)?</b>	Car parking at marina
<b>10: How can service and emergency vehicles access the area safely?</b>	Down road to the site
<b>11: How would waste and sewerage be disposed of?</b>	Pump out at Marina
<b>12: Is the area on mains sewerage?</b>	See assessment
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	Not considered it would.
<b>14: Who owns the site? If not, who does and have you told them about your proposal?</b>	Site promoter
<b>15: What is the current use of the site?</b>	Marina

## 17. Cantley Sugar Beet Factory – extension of area to which policy applies

### 17.1. Map of site

CAN1: Cantley (with proposed extension)

Scale: 1:1,500



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## 17.2. Photos of site



## 17.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	Generally, seems a reasonable request.
Broads Authority Ecologist	No comments.
Broads Authority Design and Heritage	The proposed extension of the policy area appears to cover the public Cantley Staithe and the proposal should not have implications for public access to this area. It will also be important that the tree belt along the eastern edge of the track to the river, staithe and pub



Stakeholder	Comments
	<p>is retained. However, policy CAN1 would appear to sufficiently protect this wildlife, habitats and amenity.</p> <p>It should also be noted that the Reedcutter PH is protected by Local Plan Policy SSPUBS, which seeks to enhance the appearance of businesses, although clearly it is already very much within the setting of the Factory.</p>
Broads Authority Landscape Architect	<p>From a landscape point of view, no objection to including the additional area in blue. In terms of site-specific policy covering that area, due to the proximity to the pub and residential around Station Road I would encourage retention of the existing vegetation and trees, and to maintain a green margin, if possible, within any development proposals. It would be better for this area not to contain anything of height, that will be noisy etc, but could accommodate ground level use.</p>
Norfolk County Council Highways	<p>On the basis that Policy CAN1 already states that <i>“Development on this site which secures and enhances the sugar works’ contribution to the economy of the Broads and wider area will be supported where this also: ... : c) Avoids severe residual impacts on highway capacity or safety...”</i>, there is no specific comment/objection in respect to the proposal in highway terms.</p>
Anglian Water Services	<p><b>Utilities Capacity</b></p> <p>Cantley WRC has limited capacity so ability to accept growth is dependent on nature and scale of development on the site to expand/enhance operations in the future.</p> <p>In terms of future development and water supply needed for enhanced/expanded operations on the site - this would be dependent on the nature and quantum of water supply required (or if the site has its own abstraction licence). Working in partnership with the Environment Agency we would welcome policy interventions that require water efficiencies, water re-use to create headroom for customers that require additional non potable supplies or water neutral development that can be offset by achieving water efficiencies in current operations and water use by other customers.</p> <p><b>Utilities Infrastructure</b></p>

Stakeholder	Comments
	A water main is within the site area. AW would require any proposals to take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then this will need to be diverted at the developers cost.
Broadland District Council	BDC do not have any particular comments that we wish to make in relation to this representation at this time

#### 17.4. Site assessment

Site address: Cantley Sugar Beet Factory		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.		<b>Submitted through 2022 consultation as an extension of the current policy area.</b>
<b>Site Size (hectares)</b>		<b>1.66 hectares</b>
<b>Greenfield / Brownfield</b>		<b>Brownfield.</b>
<b>Ownership (if known)</b> (private/public etc.)		<b>Private</b>
Absolute Constraints Check		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>		<b>No</b>
<b>National Nature Reserve</b>		<b>No</b>
<b>Ancient Woodland</b>		<b>No</b>
<b>Flood risk zone 3b</b>		<b>Indicative Flood Zone 3b</b>
<b>Scheduled Ancient Monument</b>		<b>No</b>
<b>Statutory Allotments</b>		<b>No</b>
<b>Locally Designated Green Space</b>		<b>No</b>
<b>At risk from Coastal Erosion</b>		<b>No</b>
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>Associated with the Cantley Sugar Beat operation</b>		
<b>Density calculator</b>		<b>N/A</b>
Suitability Assessment		
Constraint	Score red/amber/green	Comments
Access to site		No concerns as policy already includes wording relating to highways and access.

Accessibility to local services and facilities		There is a train station next to the factory.
Utilities Capacity		Cantley WRC has limited capacity so ability to accept growth is dependent on nature and scale of development on the site to expand/enhance operations in the future. In terms of future development and water supply needed for enhanced/expanded operations on the site - this would be dependent on the nature and quantum of water supply required (or if the site has its own abstraction licence).
Utilities Infrastructure		A water main is within the site area. AW would require any proposals to take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then this will need to be diverted at the developers cost.
Contamination and ground stability		The land is currently hard standing and most used as car park. It is not considered that contamination is a significant concern.
Flood Risk		Land in flood zone indicative 3b, 3a and 2.
Coastal Change		
Market Attractiveness		N/A as the site would be used for operations associated with the factory.
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		In terms of site-specific policy covering that area, due to the proximity to the pub and residential around Station Road I would encourage retention of the existing vegetation and trees, and to maintain a green margin, if possible, within any development proposals. It would be better for this area not to contain anything of height, that will be noisy etc, but could accommodate ground level use.
Townscape		
Biodiversity and Geodiversity		Near to a site which is a SPA, SAC, SSI and RAMSAR. Would bring development closer to this site. Will be a consideration in any application/scheme and policy. It will also be important that the tree belt along the eastern edge of the track to the river, staithe and pub is retained. BGS shows peat nearby, so any works may need to do augers.

Historic Environment		The proposed extension of the policy area appears to cover the public Cantley Staithe and the proposal should not have implications for public access to this area. It will also be important that the tree belt along the eastern edge of the track to the river, staithe and pub is retained.
Open Space		
Transport and Roads		No concerns as policy already includes wording relating to highways and access.
Compatibility with neighbouring / adjoining uses		Will need to consider and address impacts on the pub.
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
General allocation for continued use and appropriate changes.	CAN1	Local Plan 2019.
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	N/A	
Comments	N/A	
<b>Achievability (including viability)</b>		
Comments	N/A – land will be part of the general policy for the area and if a change is needed, application will come forward to address that and be considered in line with the policy.	
<b>Overcoming Constraints</b>		

Comments	Policy will need to ensure proposals consider flood risk, water supply and disposal, water infrastructure on site, the staithe, tree belt, pub, river and nature sites.
<b>Trajectory of development</b>	
Comments	N/A – land will be part of the general policy for the area and if a change is needed, application will come forward to address that and be considered in line with the policy.
<b>Barriers to Delivery</b>	
Comments	None obvious.
<b>Conclusion (e.g., is included in the theoretical capacity)</b>	
According to the HELAA assessment, the site is suitable to be included as an area to which CAN1 will apply.	

DRAFT

## 18. Whitlingham Lane, Trowse – Class E uses

### 18.1. Map of site

Proposed policy



### 18.2. Photos of site







### 18.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	Class E is a very wide use class. Whilst some E Class Uses might be acceptable, some E Class Uses may not – for example, some may be town centre uses.
Broads Authority Design and Heritage	<ul style="list-style-type: none"> <li>a) The site contains two buildings.</li> <li>b) The proposal appears to suggest that the other building could be retained and converted. I would suggest that the retention and conversion (if necessary) of both buildings would be preferable.</li> <li>c) Any development here should preferably retain the ‘boatyard’ character and would also need to enhance the wider landscape setting of the site. The only other buildings in the vicinity are small-scale traditional Estate Cottages, built with vernacular materials in a traditional style and these would certainly be considered locally identified heritage assets. Any development would need to consider these buildings.</li> </ul>
Broads Authority Landscape Architect	I have no objection to the proposed allocation for commercial use on the site, any redevelopment that might come forward should consider enhancing the frontage specifically.
Norfolk County Council Highways	<ul style="list-style-type: none"> <li>a) The site is remote from local service and transport provision, but there are pedestrian links to such facilities, albeit the site is likely to be highly reliant on the private motor vehicle as a primary mode of transport.</li> <li>b) Having regard to existing use of the site, the proposed redevelopment of the site is unlikely to give rise to any</li> </ul>

Stakeholder	Comments
	<p>specific highway safety concerns or have a severe detrimental residual effect on the highway network.</p> <p>c) Currently two points of vehicle access to Whitlingham Lane, it is considered that any development should rationalise to one point of access, along with appropriate parking, cycle and electrical vehicle charging, in accordance with current guidance.</p>
Broads Authority Ecologist	<p>Existing buildings have potential as bat roost locations. All would require survey. Retention and conversion preferred over demolition.</p> <p>Brownfield nature of site suggests potential for reptile interest, plus nearby semi-natural grassland.</p> <p>Conversion/improvement activities would need to be informed by Preliminary Ecological Survey.</p>
Anglian Water Services	<p><b>Utilities Capacity</b></p> <p>Mains water supply adjacent to the site. Sewer connection not evident but within 300m. Whitlingham Trowse WRC catchment – capacity currently available. Anglian Water are obligated to accept the foul flows from development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.</p> <p><b>Utilities Infrastructure</b></p> <p>No constraints apparent on site</p>
Norfolk County Council Lead Local Flood Authority.	<p>a) The access route appears to be in Flood Zones 2 and 3 – LLFA recommend the EA are consulted.</p> <p>b) The access route appears to be at low risk of surface water flooding.</p> <p>c) Safe access and egress must be considered</p>
South Norfolk District Council	<p>We would recommend that consideration is given to the relationship between the Strategic Regeneration Area and Whitlingham Country Park, as well as whether this is an appropriate area for an unrestricted Class E use. We would draw your attention to Trowse with Newton Neighbourhood Plan which has been submitted to the relevant authorities for</p>

Stakeholder	Comments
	progression through the final stages of consultation, examination and potential referendum.

#### 18.4. Site assessment

Please note that this site was not submitted through the call for sites, but rather as a representation suggesting the site should be allocated as an area for change.

Site address: Whitlingham Lane, Trowse.		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.		<b>Submitted through 2022 consultation as an area for change.</b>
<b>Site Size (hectares)</b>		<b>0.51 hectares</b>
<b>Greenfield / Brownfield</b>		<b>Brownfield.</b>
<b>Ownership (if known)</b> (private/public etc.)		<b>Private</b>
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>		<b>No</b>
<b>National Nature Reserve</b>		<b>No</b>
<b>Ancient Woodland</b>		<b>No</b>
<b>Flood risk zone 3b</b>		<b>No</b>
<b>Scheduled Ancient Monument</b>		<b>No</b>
<b>Statutory Allotments</b>		<b>No</b>
<b>Locally Designated Green Space</b>		<b>No</b>
<b>At risk from Coastal Erosion</b>		<b>No</b>
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space): <b>Class E uses.</b>		
<b>Density calculator</b>		-
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score</b> red/amber/green	<b>Comments</b>
Access to site		Having regard to existing use of the site, the proposed re-development of the site is unlikely to give rise to any specific highway safety concerns or have a severe detrimental residual effect on the highway network. Currently two points of vehicle access to Whitlingham Lane, it is considered that any development should rationalise to one point of access, along with

		appropriate parking, cycle and electrical vehicle charging, in accordance with current guidance.
Accessibility to local services and facilities		Whilst the wording of this constraint is orientated towards housing, it can be reversed; the location of the site in relation to those who would use it for E class uses can be considered. The site is remote from local service and transport provision, but there are pedestrian links to such facilities, albeit the site is likely to be highly reliant on the private motor vehicle as a primary mode of transport.
Utilities Capacity		Generally acceptable although detail regarding sewerage disposal required.
Utilities Infrastructure		
Contamination and ground stability		May have been oil spills in the past.
Flood Risk		Part of periphery of site in flood zone 2 and 3.
Coastal Change		
Market Attractiveness		Something in this location may be successful given its proximity to Whitlingham Country Park and also the potential bridge from the East Norwich development.
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Whilst in the Broads, the development is in an already built-up area so no obvious negative impact on the landscape or townscape. Could be conversion or maybe demolition and rebuild. Design is an important aspect of all development within the Broads.
Townscape		
Biodiversity and Geodiversity		Local Nature Reserve boundary seems to include part of the site. This would be a consideration. Good quality semi-improved grassland on site next door.
Historic Environment		Registered park and garden over the road.
Open Space		
Transport and Roads		
Neighbouring Uses		Some E Class Land Uses may be more suited to the site than others.
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Not allocated.		

Availability Assessment (will require liaison with landowners)		
Is the site being marketed? Add any detail as necessary (e.g., where, by whom, how much for etc.)	No	
When might the site be available for development (tick as appropriate)	Immediately	
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments: It is unknown as it may depend on when one of the current users of the site ceases their operation.	
Estimated annual build out rate (including justification):	Unknown.	
Comments	-	
Achievability (including viability)		
Comments		
Overcoming Constraints		
Comments	Details of sewerage needed. Part of site at risk of flooding and is part of nature reserve, but the design could accommodate these constraints. Would need to consider how it fits in with the bridge from the East Norwich regeneration scheme. Some Class E uses may not be suitable here. Only one access onto Whitlingham Lane.	
Trajectory of development		
Comments	Unknown.	
Barriers to Delivery		
Comments	None obvious.	
Conclusion (e.g., is included in the theoretical capacity)		
According to the HELAA assessment, the site is suitable for development.		

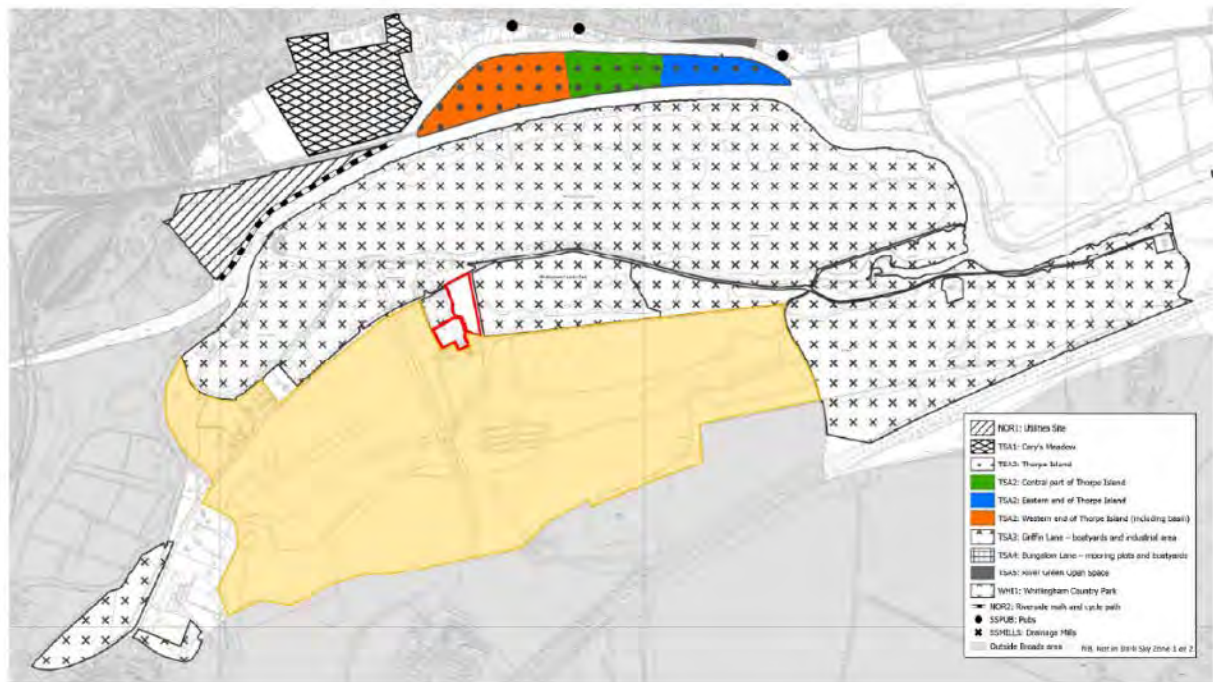
## 19. Whitlingham Area – extension to area covered by policy WHI1.

### 19.1. Map of site

Taken from the published policies map and further annotated by Agent.

The extra areas under consideration are the areas in red and in yellow.

The current extent of WHI1 is the area covered by dots.



### 19.2. Photos of site







### 19.3. Stakeholder comments

Stakeholder	Comments
Broads Authority Development Management Team	No comment
Broads Authority Design and Heritage	My main concern would be if it led to more new development, scattered across the yellow area, thereby changing its character. However, I think the policy, especially clause c should enable us to control this sufficiently.
Broads Authority Ecologist	Extensions, particularly the yellow area offer good opportunities to see a change from intensive agriculture with potential for real gains for biodiversity, assuming the retention of existing woodland.
Broads Authority Environment Advisor	I see no reason to not support this extension, and welcome the transition out of agriculture and, in particular, intensive arable cropping, and a shift towards a more leisure and ecology-focussed use of the land. However, careful consideration and planned access will be required to protect existing nesting sites from disturbance resulting from an increase in access and recreational use. If protections and lack of disturbance can't be achieved under the proposal, I recommend a programme of assessment and mitigation should be designed and put in place. For example, tawny owls and ground nesting birds currently occupy land within the extension area and are likely to be negatively impacted by the proposed increase in recreational disturbance resulting in a biodiversity loss.
Broads Authority Landscape Architect	Generally, don't feel there would be any landscape reasons to object to the additional areas (both that outlined red and the yellow hatch) being included in the policy. So long as the wording of the policy is sufficiently robust to prevent the loss of the parkland character to this land. I know the policy aims to avoid the

Stakeholder	Comments
	<p>proliferation of buildings, but I feel they should be specifically excluded from some areas, and I would also be concerned about allowing certain uses that the policy might seem to support (such as tourism) on this part of the land, this is simply due to its openness and that there are extensive and sequential views along Whitlingham Lane which contribute to an understanding of the wider landscape.</p>
Norfolk County Council Highways	<p>Clearly the wording of the current Policy includes the following and would presumably remain unchanged to the wider proposed policy area:</p> <p><i>d) Improve provision for cycling and pedestrians.</i></p> <p><i>e) Maximise access by water and public transport.</i></p> <p><i>f) Do not generate levels or types of traffic which would have adverse impacts on safety and amenity on Whitlingham Lane and the wider road network;</i></p>
Anglian Water Services	<p>Anglian Water has no comments on the extension to the WH1 policy area given the specific policy protections within the current policy and the wider policy requirements guiding development in the Broads Executive Area.</p> <p>We do have water supply and water recycling network assets within the proposed extension area, which are protected by easements and should not be built over. Given the small-scale nature of development and the focus on enhancing biodiversity and recreation opportunities, any connections or diversion requirements would be dealt with at the application stage when/if development proposals come forward.</p>
South Norfolk District Council	<p>In principle we don't have any concerns about this at an officer level, however we would suggest that it would be helpful for there to be an understanding of how the proposals relate to the East Norwich Regeneration area (combined traffic/travel implications, connectivity between the two, this acting as a recreation resource to support the housing/commercial proposals etc.) and also how it might help fulfil the aims of the Greater Norwich Physical Activity and Sport Strategy, particularly in terms of Active Environments. We would also draw your attention to the</p>

Stakeholder	Comments
	emerging Trowse Neighbourhood Plan and possible implications/ interrelations between the two.

#### 19.4. Site assessment

Site address: Crown Point Estate, Whitlingham		
<b>Current planning status</b> e.g., with permission, allocated, suggested through the Call for Sites etc.		<b>Comments provided on policy by landowners and agent.</b>
<b>Site Size (hectares)</b>		In the region of around 30 to 40 hectares
<b>Greenfield / Brownfield</b>		Greenfield
<b>Ownership (if known)</b> (private/public etc.)		Private
<b>Absolute Constraints Check</b>		
<b>Is the site in a ...</b>		
<b>SPA, SAC, SSSI or Ramsar</b>		No
<b>National Nature Reserve</b>		No
<b>Ancient Woodland</b>		No
<b>Flood risk zone 3b</b>		No
<b>Scheduled Ancient Monument</b>		No
<b>Statutory Allotments</b>		No
<b>Locally Designated Green Space</b>		No
<b>At risk from Coastal Erosion</b>		No
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
<b>Development Potential</b> (number of dwellings, hectares of employment land or town centre use floor space):		
<b>Extension to area to which policy WH1 applies.</b>		
<b>Density calculator</b>		N/A
<b>Suitability Assessment</b>		
<b>Constraint</b>	<b>Score</b> red/amber/green	<b>Comments</b>
Access to site		Wording of existing policy has a criterion relating to transport and travel.
Accessibility to local services and facilities		Not necessarily that appropriate to this site as it is not for housing or employment. Although it is noted there is no public transport to the site.
Utilities Capacity		Within Whitlingham Trowse WRC catchment – capacity currently available.

Utilities Infrastructure		Water main and sewer assets within the proposed site area.
Contamination and ground stability		The proposals are varied and could be on agricultural land.
Flood Risk		
Coastal Change		
Market Attractiveness		Not necessarily that appropriate to this site as it is not for housing or employment.
<b>Impact</b>	<b>Score red/amber/green</b>	<b>Comments</b>
Nationally and Locally Significant Landscapes		Proposals should not affect the parkland and open character. Buildings may not be suitable in some areas. Part is Candidate County Geological Site.
Townscape		
Biodiversity and Geodiversity		Careful consideration and planned access will be required to protect existing nesting sites from disturbance resulting from an increase in access and recreational use. Wood pasture and parkland and deciduous wood priority habitats.  Part is County Wildlife Site and Local Nature Reserve.
Historic Environment		Part is registered park and garden which would need consideration.
Open Space		Some of the area is open space, but the policy has criteria to guide what can happen.
Transport and Roads		Wording of existing policy has a criterion relating to transport and travel.
Compatibility with neighbouring / adjoining uses		
<b>Local Plan Designations (add further lines as required)</b>		
<b>Designation</b>	<b>Policy reference</b>	<b>Comments</b>
Criteria based policy in the Local Plan.	WHI1	Local Plan for the Broads 2019
<b>Availability Assessment (will require liaison with landowners)</b>		
Is the site being marketed? Add any detail as necessary (e.g.,	No	

where, by whom, how much for etc.)		
When might the site be available for development (tick as appropriate)	Immediately	
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	N/A	
Comments	This is for an extension to the area which a criteria-based policy applies.	
<b>Achievability (including viability)</b>		
Comments	This is for an extension to the area which a criteria-based policy applies.	
<b>Overcoming Constraints</b>		
Comments	Whilst not being showstoppers, proposals would need to consider contaminated land, geodiversity, the status as a registered park and garden as well as how proposals relate to East Norwich.	
<b>Trajectory of development</b>		
Comments	This is for an extension to the area which a criteria-based policy applies.	
<b>Barriers to Delivery</b>		
Comments	This is for an extension to the area which a criteria-based policy applies.	
<b>Conclusion (e.g., is included in the theoretical capacity)</b>		
According to the HELAA assessment, the site seems suitable to be included within WHI1.		

## 20. Utilities Site

### 20.1. Map of site

See NOR1 on this map: [12. NORWICH Policy Inset Map \(PDF | \[broads-authority.gov.uk\]\(https://broads-authority.gov.uk\)\)](#)

The Utilities Site forms part of the wider East Norwich Regeneration Scheme whereby several parcels of brownfield land are being considered together as a larger scheme. There is a Masterplan being produced that will eventually become a Supplementary Planning Document that would be adopted by the Broads Authority, Norwich City Council and South Norfolk and Broadland Councils. That document will address all of the various topic areas covered by this HELAA. As such, that site is not included in this version of the HELAA but may be included in future iterations as and when the Masterplan and SPD are completed. The general conclusion however is that the Utilities Site is appropriate for development, albeit with many constraints to overcome.

## 21. Windfall

Windfall development in the Broads is typically varied. Furthermore, given the low annual development figures of less than 20 in a typical year, a change either way of plus or minus 3 for example, is a fairly large percentage. As such, and similar to the last Local Plan, no windfall allowance will be included in this Local Plan.

## 22. Larger sites with planning permission

The following sites that are included in the 2019 Local Plan benefit from planning permission that has commenced:

Local Plan Policy	Planning Application Number	Location	Scale and type of development
OUL2	BA/2012/0271/FUL	Oulton Broad	76 dwellings plus office
THU1	BA/2017/0103/OUT	Thurne	6 market dwellings and 10 holiday homes
STO1	BA/2021/0181/FUL	Stokesby	4 marketing dwellings
GTY1	BA/2019/0118/FUL BA/2020/0053/FUL	Great Yarmouth	9 dwellings 12 residential moorings

These sites have not been assessed as part of the HELAA as they have planning permission. It is intended to continue with a policy relating to these sites in the new Local Plan as the schemes are not completed at the time of writing.



# Planning Committee

15 September 2023

Agenda item number 13

## Local Plan- Preferred Options- Bitesize pieces

Report by Planning Policy Officer

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### 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.

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## 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.

Author: Natalie Beal

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)<sup>1</sup>), 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;

<sup>1</sup> 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.

- h) The layout of the site has suitable space for landscaping, parking (including appropriately, designed and located cycle and wheeling parking and also including for large vehicles where appropriate), loading and unloading and any other operational requirements, and responds to natural drainage flow patterns;
  - i) The development is sustainable in its energy usage, water use, environmental impact, waste management, flood risk and transport implications;
  - j) Adequate protection of groundwater and other watercourses/bodies from pollution from the storage, handling or use of chemicals can be demonstrated to the satisfaction of the Environment Agency;
  - k) The proposal does not use the best and most versatile agricultural land (grade 3a and above) (also see peat policy DMxx);
  - l) The proposal does not ~~or~~ impact unduly on the viability or functionality of farms; and
  - m) The proposal ~~should~~ makes effective use of previously developed land.
2. Proposals that improve resilience and adaptation to climate change as well as provide enhanced environmental benefits would be welcomed, subject to other policies in the Local Plan.
3. **Live-work units**
- a) Proposals for live-work units should also be in accordance with the housing policies in this Plan.
4. **Home based businesses**
- a) The use of part of a residential property, a small-scale extension, the use of ancillary buildings where they are well related to existing buildings or, where no suitable buildings exist, new outbuildings within the domestic curtilage, for a small-scale home-based business will be permitted where there is no adverse impact on the landscape or the amenity of the area or on the occupiers of neighbouring properties.
5. **Class E(g) use**
- a) 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.

#### **Reasoned Justification.**

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

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

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



**Policy PODM26: Protecting general employment**

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

**Alternative uses**

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

**Business diversification**

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

**Waterside sites**

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

#### Class E(g) use

8. 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.

#### **Reasoned Justification**

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

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

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

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

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

<sup>2</sup> 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  
ECONOMIC GROWTH



**9** INDUSTRY, INNOVATION  
AND INFRASTRUCTURE



**11** SUSTAINABLE CITIES  
AND COMMUNITIES



**12** RESPONSIBLE  
CONSUMPTION  
AND PRODUCTION



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.	+	The location criteria, reference to access by alternative modes of transport as well as reference to impact on highways mean the policy rates positive against this criteria.	+	The location criteria, reference to access by alternative modes of transport as well as reference to impact on highways mean the policy rates positive against this criteria.
ENV2	?		+	Policy refers to water quality.	+	Policy refers to water quality and water efficiency.
ENV3	?		+	Policy refers to impact on biodiversity.	+	Policy refers to impact on biodiversity.
ENV4	?		+	Policy refers to impact on landscape.	+	Policy refers to impact on landscape.
ENV5	?		+	Policy refers to energy efficiency and provision for walking, cycling.	+	Policy refers to energy efficiency and provision for walking, cycling, wheeling. Also refers to adaptation to climate change and resilience.
ENV6	?		+	Policy refers to flood risk.	+	Policy refers to flood risk.
ENV7	?		+	Policy refers to previously developed land.	+	Policy refers to previously developed land.
ENV8						
ENV9	?		+	Policy considers impact on the historic environment.	+	Policy considers impact on the historic environment.
ENV10	?		+	Policy seeks good design.	+	Policy seeks good design and refers to the design guide.
ENV11	?		+	Policy refers to the various types of pollution.	+	Policy refers to the various types of pollution.
ENV12						
SOC1						
SOC2						
SOC3	?		+	With employment comes skills and training.	+	With employment comes skills and training.
SOC4						
SOC5	?		+	Policy refers to new employment development.	+	Policy refers to new employment development.
SOC6	?		+	Locational criteria of the policy addresses this to some extent.	+	Locational criteria of the policy addresses this to some extent.
SOC7						
ECO1	?		+	Fundamentally, the policy relates to employment land.	+	Fundamentally, the policy relates to employment land.
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)<sup>1</sup> 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.

<sup>1</sup> 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  
ECONOMIC GROWTH



**9** INDUSTRY, INNOVATION  
AND INFRASTRUCTURE



**11** SUSTAINABLE CITIES  
AND COMMUNITIES



**12** RESPONSIBLE  
CONSUMPTION  
AND PRODUCTION



58

**Policy SP11: Waterside sites**

1. A network of waterside sites in employment and commercial use will be maintained throughout the Broads, providing:
  - a) Boating support services;
  - b) Provision of visitor facilities;
  - c) Access to the water;
  - d) High quality environment and provision of high quality green infrastructure;
  - e) Wider infrastructure to support tourism;
  - f) Recreational facilities (such as moorings and access for anglers); and
  - g) Community facilities.
2. Limited redevelopment of boatyards and other waterside employment or commercial sites for alternative employment or commercial uses will be permitted, subject to retention of a viable level of boatyard facilities on the site and 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. Uses other than employment or commercial will only be considered once it has been satisfactorily demonstrated that an employment or commercial use is not viable.

**Reasoned Justification**

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

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

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

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

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

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

**Reasonable alternative options**

- a) No policy
- 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  
AND INFRASTRUCTURE



**11** SUSTAINABLE CITIES  
AND COMMUNITIES



**12** RESPONSIBLE  
CONSUMPTION  
AND PRODUCTION



113

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

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

<sup>2</sup> Pollution prevention for businesses [www.gov.uk/guidance/pollution-prevention-for-businesses](https://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



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## 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	?		+ 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.

## 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	?		+ 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.

**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.

**Policy POSSROADS: Main road network<sup>1</sup>**

**Main Map (NE, NW, & S), and various Inset**

1. New development accessed by the Primary Route Network (directly or by a side road which connects onto it), or by a Main Distributor Route, will only be permitted if, ~~taking into account any mitigation measures, any resulting increase in traffic would not~~ potential traffic impact can be mitigated such that it is unlikely to have ~~a severe residual impact on:~~
  - i) An unacceptable impact on highway safety;
  - ii) A severe, cumulative residual impact on ~~the route's traffic capacity~~ the road network; or ~~and~~
  - iii) Adverse impact on the amenity and access of any neighbouring occupiers; ~~and~~
  - 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.~~

**Parishes affected**

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

<sup>1</sup> 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](http://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/](http://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/Recommended%20Lorry%20Route%20Network%20Map) ([www.suffolk.gov.uk/](http://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-](http://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)  
24 [and-partnerships/policies-and-strategies/roads-and-travel-policies/transport-asset-](http://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)  
25 [management-plan](http://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.
- 26 • In Suffolk Part 1 of the Suffolk Local Transport Plan has a principal routes diagram on page  
27 [35: www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-](http://www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-strategy-and-plans/)  
28 [strategy-and-plans/](http://www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-strategy-and-plans/) and there is also the Suffolk Lorry Route network:  
29 [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)  
30 [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 State<sup>2</sup>.

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

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<sup>2</sup> [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.
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:



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

#### Reasoned Justification

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

Parts of the Broads are rural and other parts are more urban, albeit on the edge of settlements. While using the car in rural areas is often the only practical way to get around, the policy promotes the use of more sustainable modes of transport, in particular, active travel<sup>1</sup>. The benefits vary from reduced air pollution, reduced emissions contributing to climate change, an active lifestyle benefitting health, less congestion and less money spent on fuel.

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

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

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

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

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

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<sup>1</sup> 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-](http://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy)  
66 [policy-and-local-plans/east-suffolk-cycling-and-walking-strategy](http://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy).
- 67 • Suffolk Local Cycling and Walking Infrastructure Plan 2021 - [local-cycling-and-walking-](#)  
68 [infrastructure-plan-for-suffolk](#)
- 69 • 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



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

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

**Reasoned Justification**

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

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

Part II of the Countryside and Rights of Way Act (CRoW Act) seeks to modernise the rights of way system<sup>3</sup> to reflect current culture and to complement the provisions with regard to access to open country. Suffolk and Norfolk County Councils, as local highway authorities, will prepare and publish Public Rights of Way (PRoW) Improvement Plans. The Broads Integrated Access Strategy sits alongside these plans, and looks at issues and actions such as access by, across and to water, and its impact on landscape and tranquillity for local residents, visitors, anglers and boat users. [There does however need to be no increase in recreational access to sensitive designated sites.](#)

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

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

<sup>3</sup> There are many trails in Norfolk ([www.norfolk.gov.uk/out-and-about-in-norfolk/norfolk-trails](#)) and Suffolk ([www.discoverysuffolk.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

**Policy PODM23: Transport, highways and access**

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.
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;
  - 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;
  - c) Facilitate integration between different modes of travel, especially walking, cycling and public transport;
  - d) Provide parking in accordance with the relevant adopted standards (see also section on electric vehicle charging);
  - e) protect, maintain and improve existing infrastructure, including closing gaps or deficiencies in the network and connecting communities and facilities;
  - f) consider the needs of all users through inclusive design;
  - g) deter pavement parking;
  - 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
  - i) Avoid any adverse effect on dark skies, the amenity (see policy xx), the landscape character, historic environment, protected species or habitats.
3. Transport Assessments and Transport Statements
  - 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.
4. All developments should demonstrate, where appropriate, that they have had regard to the following criteria:
  - a) Located where the use of sustainable transport modes maximised;
  - 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;
  - c) Making allowance for low, ultra-low and zero emission vehicle refuelling/charging infrastructure.

Facilitating active travel<sup>4</sup>

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

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

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

6. Proposals will, where appropriate,

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

Electric Vehicle Charging Points

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

Impact on public rights of way

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

Development adjacent to a waterway

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

Development and its context

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

Reasoned Justification

To maintain the tranquillity and special character of the Broads, the Authority will expect new development to be of a scale and nature appropriate to the adjacent road network and the 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 Circular<sup>5</sup>.

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

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<sup>5</sup> 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](http://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development)

263 and cycling. Further guidance is available in the NPPG<sup>6</sup> and from Norfolk<sup>7</sup> and Suffolk<sup>8</sup> 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

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<sup>6</sup> Travel Plan Guidance: [www.gov.uk/guidance/travel-plans-transport-assessments-and-statements](https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements)

<sup>7</sup> Norfolk Travel Plans: [www.norfolk.gov.uk/roads-and-transport/alternative-ways-to-travel/travel-plans](https://www.norfolk.gov.uk/roads-and-transport/alternative-ways-to-travel/travel-plans)

<sup>8</sup> Suffolk Travel Plans: [www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans](https://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 Circular<sup>9</sup>. 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?**

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<sup>9</sup> 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](http://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.

**Policy POPOT2: Waterside plots**

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

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

a) Chalet plots

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

Particular care will be taken to:

- i) retain or reinstate an open margin, clear of buildings, to the river frontage;
- ii) retain open areas around and between buildings, and views and glimpses between the river and the land behind the chalets;
- iii) limit the height, bulk and extent of buildings to approximately their present levels, and generally to a maximum of around (i) 70% of the plot width (excluding mooring basins coverage), and (ii) plot coverage of 70%, subject to the particulars of the site and its surroundings;
- iv) ~~encourage~~ seek the retention or provision of lawn, and flower or shrubbery planting;
- v) exploit any opportunities to reduce flood risk through the development;
- vi) provide biodiversity enhancements (see policy xx)
- vii) reduce/address light pollution; and
- 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 Guides<sup>1</sup> 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?**

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<sup>1</sup> [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		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	?		+ 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				

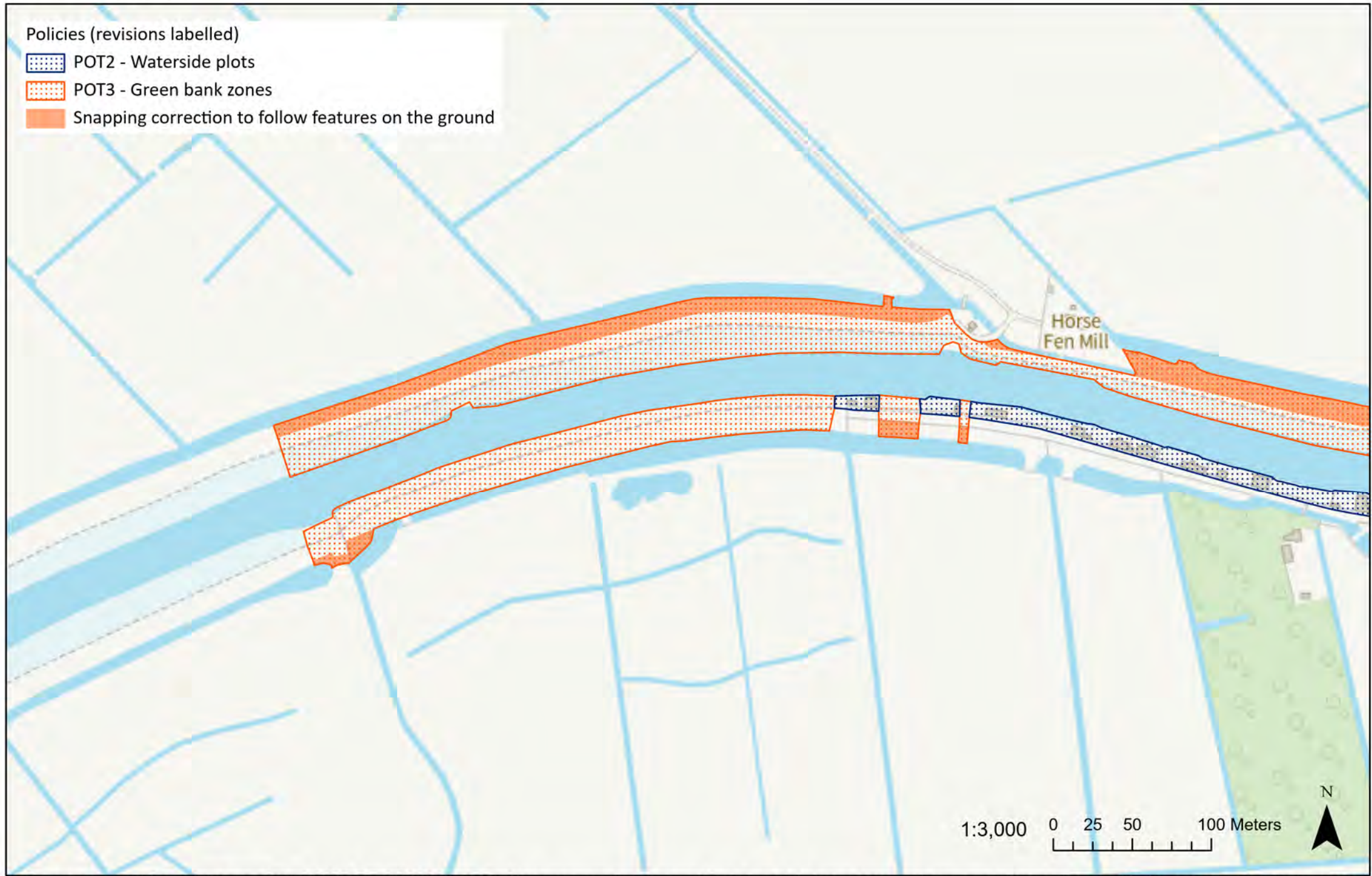


### Policy POT3: Green Bank Zones

		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



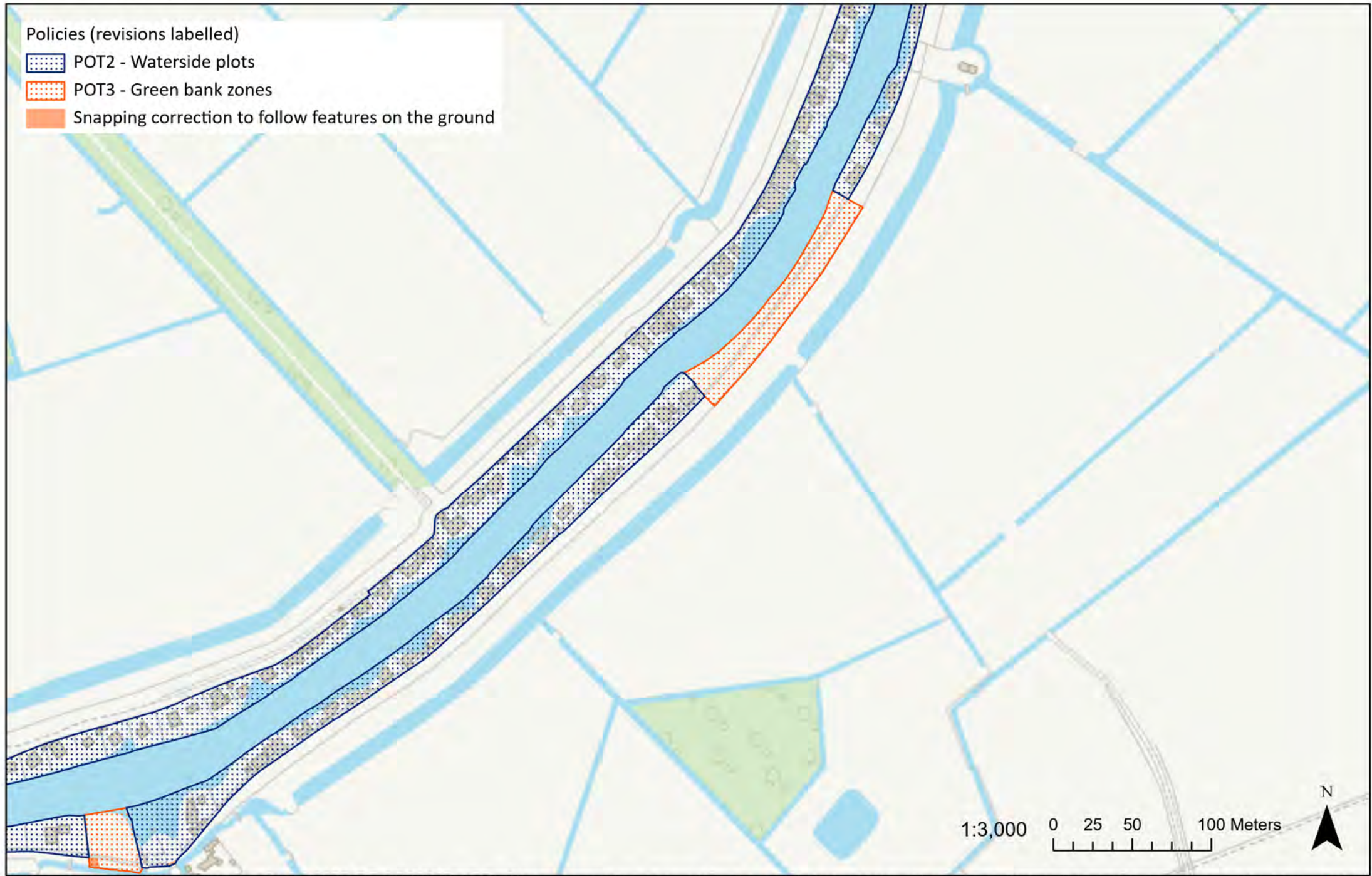


# Potter Heigham



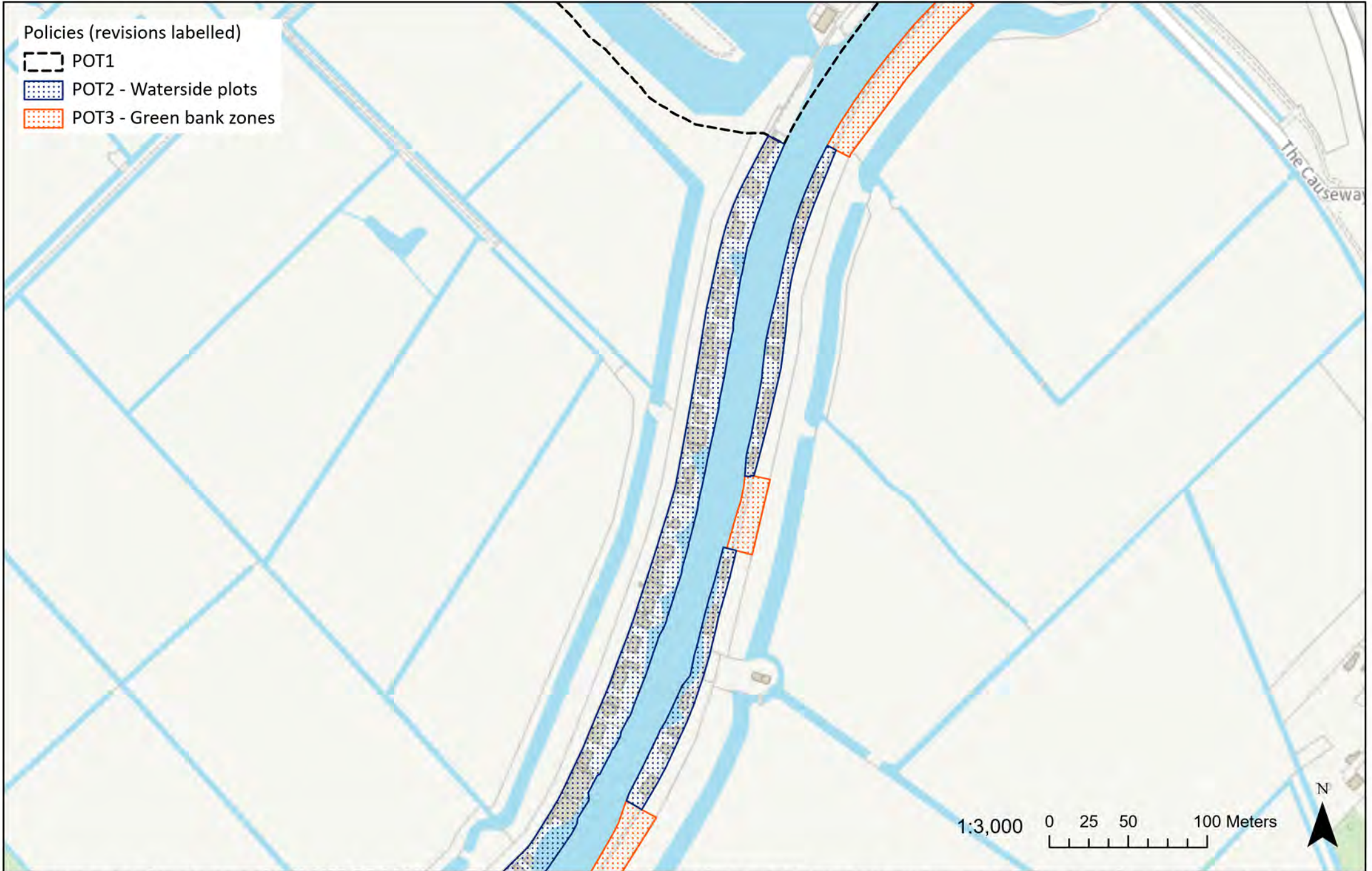


# Potter Heigham





# Potter Heigham





# Potter Heigham





# Potter Heigham



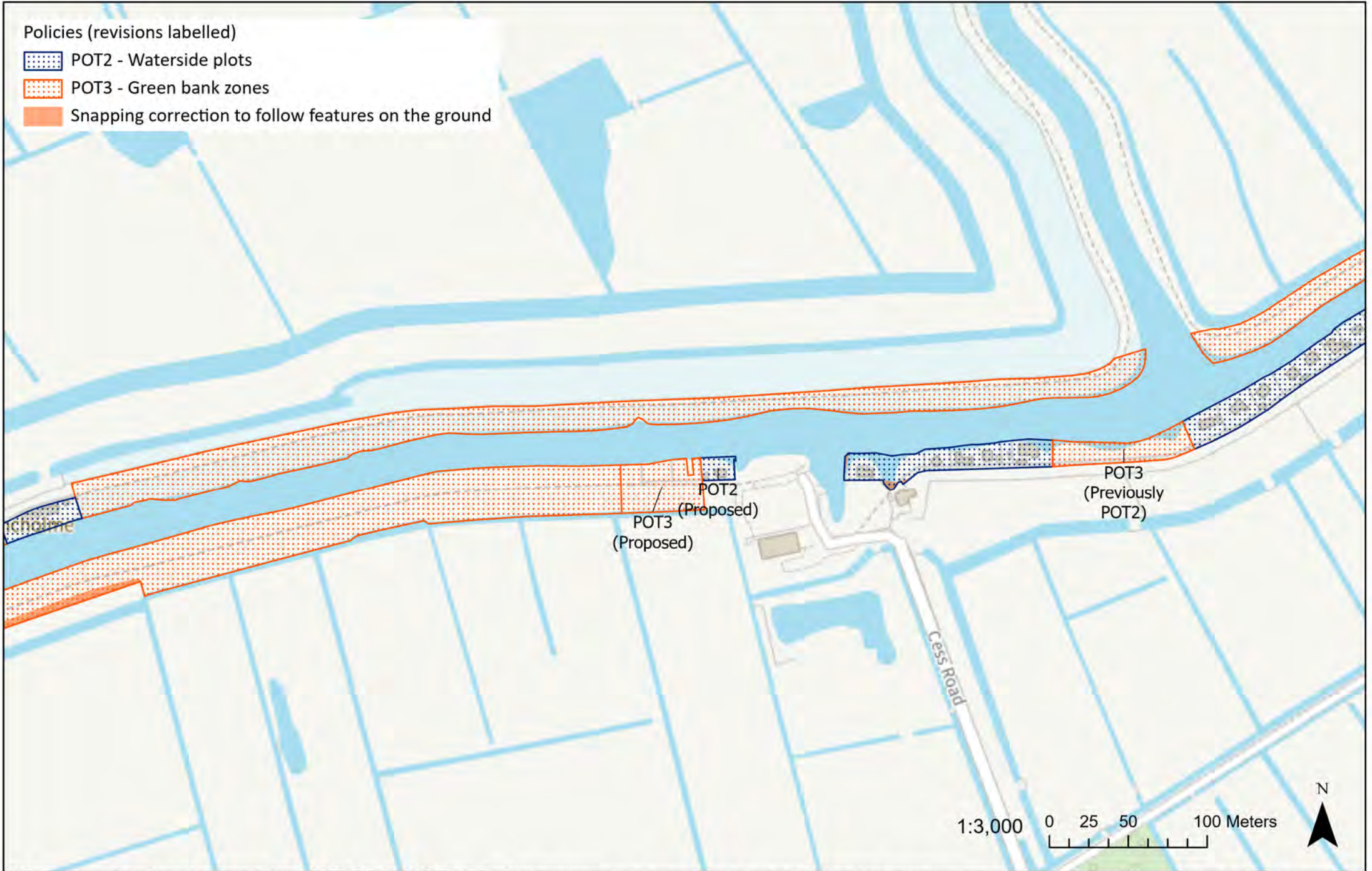


# Potter Heigham



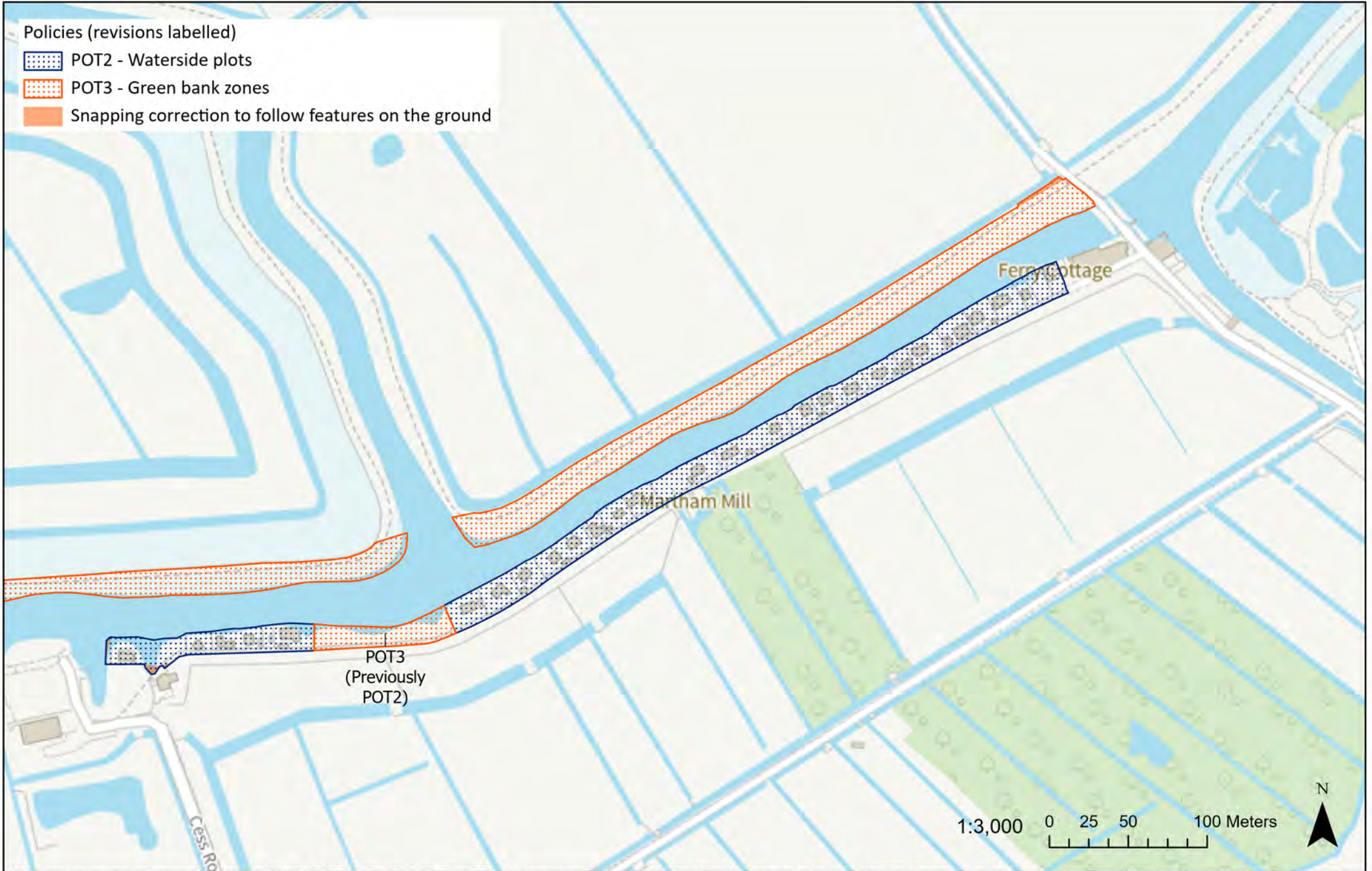


# Potter Heigham





# Potter Heigham



# Planning Committee

15 September 2023

Agenda item number 14

## Changes to the Planning System for Local Plans- Government Consultation

Report by Planning Policy Officer

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### Summary

The Government is consulting on how it proposes to introduce the wide-ranging changes to the plan-making system it is bringing forward via the Levelling Up and Regeneration Bill. This report introduces the proposed changes and proposes responses to the consultation questions.

### Recommendation

To note the report and endorse the nature of the proposed response.

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# 1. Introduction

- 1.1. The consultation, entitled [Levelling-up and Regeneration Bill: consultation on implementation of plan-making reforms](#) has been published. It outlines further details on the changes to the plan-making system first announced last year via the publication of the Levelling Up and Regeneration Bill (LURB) and its accompanying policy paper.
- 1.2. The Committee's comments, guidance and endorsement are invited.

# 2. Headlines

- 2.1. The main elements of the proposed new system are as follows:
  - One single Local Plan (plus a Minerals/Waste Plan).
  - Review to start within 5 years of adoption of the last plan.
  - Local Plan 'timetable' to be produced and updated every six months.
  - Scoping a plan via a Project Initiation Document
  - Introducing three external 'gateway assessments' by 'assessors' at scoping/evidence stage, for a legal/procedural check and then a final pre-examination check.
  - Examinations to take no longer than 6 months.
  - Adoption within 30 months.
  - 'Community Land Auctions' to be piloted.
- 2.2. It is proposed for the new system to be in place in Autumn 2024.

# 3. Chapter 1 - Plan content.

- 3.1. The LURB specifies that plans should set out the local planning authority's policies for the "amount, type and location of, and timetable for, development" in its area. In addition, plans may include other policies and infrastructure requirements.
- 3.2. It states that the required "vision" should "serve as a 'golden thread' through the entire local plan, with policies and allocations linking directly to delivering the outcomes set out in the vision". There will be a set of national Development Management (DM) policies, supplemented by local DM policies, which should be underpinned by appropriate justification. The justification for local DM policies should be scoped out by Local Planning Authorities (LPAs) as well as through the new gateway assessments and should support the vision only.
- 3.3. There will be a series of templates, setting out standardised approaches to specific parts of the plan.



## 4. Chapter 2 – the new 30-month plan timeframe

4.1. The programme to meet the 30 month is set out below:



4.2. Further details are provided about the various stages, as follows:

Timings	Stage	Detail
4 months' notice	Scoping and early participation.  This is the old Regulation 18 stage.	<p>a) Preparation of a Project Initiation Document, using a digital template provided by government, setting out scope, issues, project management, risks, resourcing, approach to engagement.</p> <p>b) Requires LPAs to give four months' notice of their intention to produce a plan.</p> <p>c) Defines the scope of the local plan and identifies evidence required to create a sound plan, including to inform the Strategic Environmental Assessment (and its eventual replacement Environmental Outcomes Reports) also begins in this stage.</p> <p>d) Ends with the submission of evidence for the first gateway.</p>

Timings	Stage	Detail
Month 1	First external gateway assessments -to ensure the plan “sets off in the right direction”.	<p>a) Not necessarily by a Planning Inspector (PINS).</p> <p>b) Advisory. The recommendations are not binding.</p> <p>c) Four weeks maximum duration, six in exceptional circumstances.</p> <p>d) Topics:</p> <ul style="list-style-type: none"> <li>• Review of the Project Initiation Document (see above), including: <ul style="list-style-type: none"> <li>○ Proposed scope of the plan and identifying the evidence required to create a sound plan;</li> <li>○ Project management, governance, risks to delivery and resourcing to deliver against the local plan timetable;</li> <li>○ The overall approach to engagement with communities and stakeholders, including statutory bodies throughout the plan preparation process.</li> </ul> </li> <li>• Data and digital approach;</li> <li>• Early scoping of relevant Strategic Environmental Assessment (SEA) and, subsequently, Environmental Outcome Report (EOR) requirements;</li> <li>• Scoping out topics where local specific development management policies may be required;</li> <li>• Headline position on delivering new homes based on the standard method and recent Housing Delivery Test (HDT) results and, where possible, describe the high-level options available to deliver development needs in the area;</li> <li>• Headline positions on how plans will reflect any relevant Local Nature Recovery Strategy (LNRS).</li> </ul>
Months 2-7	Plan visioning and strategy development	<p>a) Includes a requirement to establish the vision, aims and objectives of the plan. “....We propose that plans will need to contain a locally distinct vision which will anchor the plan, provide strategic direction for the underpinning policies...” and “(it) should set out measurable outcomes for the plan period, underpinned by the planning authority’s evidence base, which are actively monitored following adoption of the plan.”</p> <p>b) This stage will confirm the evidence required to support this;</p> <p>c) Includes the spatial options and topics to be covered in local policies as part of the plan;</p> <p>d) “Planning authorities should also ensure that a key diagram is created. This should initially represent the spatial strategy, linked to the plan’s vision, and evolve to represent the agreed spatial strategy of the draft plan.”</p> <p>e) “We propose to provide a user-tested digital template which can be used by authorities during plan-making. This will indicate what a vision should do and contain.”</p>



<b>Timings</b>	<b>Stage</b>	<b>Detail</b>
Months 8-9	First Consultation.  This is the old Regulation 18 stage	a) Consultation windows will be retained but will be “more clearly defined and strengthened through regulations to increase their impact”. First consultation window of eight weeks duration.
Months 10 – 15	Evidence gathering and drafting the plan	a) Local DM policies should be underpinned by appropriate justification and should, wherever possible, enable delivery of the plan’s vision. b) “We propose to set out in policy an expectation that any templates provided by the government will be used in the preparation of plans”.
Month 16	Second external gateway assessment - ensuring compliance with legal and procedural requirements and (wherever possible) supporting early resolution of potential soundness issues.	a) Advisory; the recommendations are not binding. b) Four weeks duration maximum, six in exceptional circumstances; c) Topics: <ul style="list-style-type: none"> <li>• Progress against Project Initiation Document and programme;</li> <li>• Progress against observations or advice received at Gateway 1;</li> <li>• Topic-specific advice based on planning authority and appointed person identified issues (around emerging plan and evidence);</li> <li>• Data and digital requirements (including policies map);</li> <li>• Progress with relevant SEA (and subsequently EOR) requirements;</li> <li>• Engagement with communities and statutory bodies;</li> <li>• Compliance with the requirement to have regard to certain matters, including any relevant Neighbourhood Priorities Statements.</li> </ul>
Months 17-18.5	Proposing changes  This is the old Regulation 19 stage.	a) Following the second gateway assessment, planning authorities should seek final Member sign-off of the local plan for public consultation.
Months 18.5-20	Second Consultation.	a) Six weeks duration
Month 21	Third external gateway assessment - to monitor and track progress.	a) Binding – Inspector can call a halt. b) Four weeks duration maximum, six in exceptional circumstances. c) Topics d) Assess whether procedural and legal requirements met; e) Regard had to observations and advice at Gateways 1 and 2; <ul style="list-style-type: none"> <li>• Evidence prepared as proposed and any previously identified gaps addressed;</li> <li>• Relevant SEA (and subsequently EOR) published, including explanation of compliance with national requirements;</li> </ul>

Timings	Stage	Detail
		<ul style="list-style-type: none"> <li>• Summary of representations available;</li> <li>• Digital and data requirements met (including policies map);</li> <li>• Nationally defined templates used, where appropriate;</li> <li>• Engagement activities undertaken in line with Project Initiation Document with regard to national guidance;</li> <li>• SDS general conformity statement prepared (where relevant);</li> <li>• Practical readiness for examination (e.g. venue identified for hearings etc.).</li> </ul>
Month 22	Submission  This is the old Regulation 22 stage.	
Months 23 - 28	Examination  This is the old Regulation 24 stage.	<p>a) Proposes to set out in regulations that the pause period may not be longer than 6 months – if not the Inspector will recommend withdrawal. 9 months if consultation on modifications is needed.</p> <p>b) Using panels of two or more inspectors “by default” to increase efficiency and “revising the way the Matters, Issues and Questions (MIQs) stage of the process works, so that only the relevant planning authority is invited to submit responses”.</p>
Months 29- 30	Finalisation/Adoption  This is the old regulation 26 stage	
Post Adoption	Monitoring and updates	<p>a) A proposed detailed monitoring return, which planning authorities would be expected to complete within four years of the plan being adopted, would ensure that updates to plans can be more targeted and focused.</p> <p>b) Review to start within 5 years of adoption of the last plan.</p>

## 5. Chapter 3 – Digital plans

- 5.1. The LURB includes provisions to ensure that data is consistently processed, and planning authorities no longer receive data in inconsistent formats, and is open, enabling users to freely reuse it.
- 5.2. The consultation is asking for examples of Best Practice to be submitted. This covers all aspects of plan making and planning and could include examples of visualisation of plans, policies and spatial data and useful templates, checklists and step-by-step guides. There is an emphasis on the standardisation of data for consistency, access and use and the use of dashboards and platforms for transparency and communication, as well as search tools to better access information. Automation tools and AI are also identified as having many potential applications.

## 6. Chapter 4 – The local plan timetable

- 6.1. Currently, the timetable for a local plan is set out in a Local Development Scheme (LDS). The consultation proposes that this is replaced by a local plan timetable that sets out commencement of the 3 gateways, the 2 consultation windows, the examination and adoption.
- 6.2. The timetable must be written in plain English and published on a website in a tabular form and as a dataset. There would be a requirement to review it every 6 months.

## 7. Chapter 5 – Evidence and the tests of soundness

- 7.1. The consultation states that there will be clear guidance in national policy on what evidence is required to support a local plan, with differentiation between information or evidence required to meet the legal and soundness tests, and that which is required to inform policy making. The guidance will also set out requirements around proportionality.
- 7.2. To assist in the above, templates will be provided, including statements of compliance with legislation and national policy.
- 7.3. Increased standardisation of information is a priority (as for digitisation, as set out in section 5 above) and this covers all key evidence and data. This might include the following types of document:
  - data on development need - e.g., economic development needs assessments;
  - data on allocated sites – e.g., assessment and selection criteria, Housing and Employment Land Availability Assessments;
  - impact assessments – e.g., transport assessments.
- 7.4. It is appreciated that data and evidence can change throughout the preparation of a local plan, so it is proposed to introduce a mechanism to ‘freeze’ data at an agreed point. Three benchmark points are suggested:
  - i. After initial input (i.e., the information would not be updated if a new iteration comes out); or
  - ii. Agreeing the scope of evidence at a gateway assessment; or
  - iii. At publication/submission

## 8. Chapter 6 – Gateway assessments during plan-making

- 8.1. Currently local plans are submitted by the LPA to PINS, who operate on behalf of the Secretary of State and manage the examination process. It is proposed to replace this with a ‘gatekeeper’ organisation to manage the end-to-end gateways process, including appointments on behalf of the Secretary of State.

- 8.2. Prior to each gateway, the planning authority will prepare a short report detailing progress against a series of key topics. This report will take the form of a digital template, provided by government.
- 8.3. At the first and second gateways, it is expected that the authority will be asked to identify up to five issues which pose risks to the soundness and/or legal or procedural compliance of the plan.
- 8.4. During the first and second gateways, an interactive workshop day will be planned and executed by the appointed person(s) to work through the issues identified and provide initial observations and advice to the planning authority. This is unlikely to be necessary for the third gateways.
- 8.5. The cost of the gateways processes would be paid by the planning authority, with a standard fee for each gateway defined in regulations.

## 9. Chapter 7 – Plan examination

- 9.1. It is proposed to change this so that only the LPA can respond to Matters, Issues and Questions (MIQs) - previously, any interested party could respond to these.
- 9.2. It is also proposed to streamline the Main Modifications stage so that only the most significant amendments arising from the Examination are the subject of further consultation. This might include, for example, where a new site is to be added into the plan. It is also proposed to shorten this consultation period by 3 weeks to make it 3 weeks.
- 9.3. Finally, it is proposed to introduce a mechanism to enable Inspectors to pause the Local Plan Examination for a period of not longer than 6 months. Currently there is no time limit to the pause period.

## 10. Chapter 8 – Community engagement and consultation

- 10.1. Chapter 10 of the consultation covers community engagement and consultation. It should be noted that much of the impetus for change in the plan-making process arises from the Government's intention for it to be easier for individuals and communities to engage with the planning process. Better use of technology has been identified as a key mechanism for this, so there is emphasis in this section on the use of digital engagement tools and templates.
- 10.2. The current 'Statement of Community Involvement' (SCI) would be replaced by details of community engagement set out in Project Initiation Document at the inception of the process. There is a strong emphasis on early participation, which broadly mirrors the current Regulation 18 stage.

## 11. Other provisions within the consultation

- 11.1. The remaining chapters in the consultation set out a number of related matters, some of which will be subject to further guidance or regulation in due course. These are summarised below.
- 11.2. Chapter 9 gives plan making authorities the statutory power to require that “prescribed public bodies” provide assistance to develop or review the plan and should be engaged at the four month ‘scoping’ phase. The “prescribed public bodies” are set out in a list which includes, for example, Natural England, Civil Aviation Authority, Homes & Communities Agency, Integrated Care Boards and the Office of Road and Rail.
- 11.3. Chapter 10 details to monitoring requirements for plans and proposes to replace the existing Annual Monitoring Report (AMR) with an annual return to Government. This would take the form of a standard template and would report progress on a small number of nationally prescribed objectives including, for example, housing and employment floorspace, environment and open space, and Environmental Outcome Reports. There would be a requirement for more detailed reports to be provided on all policies after 4 years after adoption.
- 11.4. Chapter 11 covers Supplementary Plans, which are prepared by LPAs to cover particular issues which may arise outside of the formal plan making process, or where light touch guidance is required rather than policy. Supplementary Plans are often limited geographically to matters relating to a specific site, or two or more nearby sites. However, a Supplementary Plan may set out a design code, which may cover a wider area. Existing Supplementary Planning Documents (SPDs) will remain in force until planning authorities adopt a new style local plan.
- 11.5. Chapter 11 advises that new Supplementary Plans will not be subject to the defined 30 month preparation period but must have a minimum of one formal consultation stage. Regulations will be issued and will prescribe the procedure. The Bill’s approach to the independent examination of Supplementary Plans, however, is broadly modelled upon the existing arrangements for neighbourhood plans. The general rule is that the independent examination is to take the form of written representations.
- 11.6. Chapter 12 covers Minerals and Waste Plans, where the process is the same as for Local Plans.
- 11.7. Chapter 13 covers Community Land Auctions (CLA). These are a mechanism for capturing the uplift in land value arising from allocation, whereby landowners bid to have their land selected for allocation. The LPA will consider the planning merits of the site in the usual way but can also take into account financial benefits. If the land is allocated, the landowners’ offer becomes legally binding and the local authority can either pay the landowner the original bid price, or wait until the site is development ready (i.e., with planning permission and all the necessary infrastructure in place) and then sell on the option at an increased price

- 11.8. CLA are to be piloted by a small number of local authorities, under details set out in Part 5 of the LURB. The pilot schemes will be time-limited, expiring ten years after the date the first CLA regulations are made.

## 12. Next Steps

- 12.1. The proposed changes to the Local Plan processes are significant and Chapter 14 sets out the approach to the roll out and transition to the new system. It confirms the intention to continue under the current system to 30 June 2025, which is the latest date for plan-makers to submit plans for examination under the current system.
- 12.2. It is proposed that Regulations, policy and guidance on the new system will be provided by autumn 2024. LPAs can bid to be part of a first, small cohort of around ten “front runner” authorities to prepare new-style local plans from autumn 2024, and accepted LPAs will receive expert plan-making support from Government. These front runners are likely to be those LPAs with the most up to date plans, and after June 2025 the remainder will be grouped into cohorts of 25 and each group ranked chronologically.
- 12.3. Existing Development Plan Documents and saved policies will remain in force until the LPA adopts a new-style local plan. Any plans that become out of date during first 30 months (i.e., during the transition to the new system) will be considered as up to date for development management purposes.
- 12.4. The Broads Authority proposes to submit its replacement Local Plan by June 2025. This will be before the cut off period under the existing system.

## 13. Conclusion, Proposed Response to consultation and recommendation

- 13.1. The proposed changes are significant and will result in a different approach to plan making.
- 13.2. The consultation poses a number of questions about the proposed changes and the draft responses are set out at Appendix 1.
- 13.3. It is recommended that Members endorse the responses proposed. They will be submitted as the formal response of the Broads Authority.

Author: Natalie Beal

Date of report: 29 August 2023

Appendix 1 – Proposed response, with commentary, to the various questions posed.



## Appendix 1 – Department for Levelling Up, Housing and Communities

**Document:** [Levelling-up and Regeneration Bill: consultation on implementation of plan-making reforms - GOV.UK \(www.gov.uk\)](https://www.gov.uk/levelling-up-and-regeneration-bill)

**Due date:** 18 October 2023

**Status:** Draft proposals

**Proposed level:** Planning Committee endorsed

Please note that the following table includes the questions asked by the Government, a commentary on how this would affect what we do when compared to what we do now and the proposed response to the question.

Question	Commentary	Proposed response to question
<b>Question 1:</b> Do you agree with the core principles for plan content? Do you think there are other principles that could be included?	The core principles for plan content sound a lot like what we need to do to produce a Local Plan now. We already produce policies maps. But it is not clear how they can be kept up to date as they reflect the Local Plan on adoption. We already write a vision for the Local Plan. Most plans do a key diagram – we did not in the current Local Plan, but we can easily meet the requirements to produce a key diagram.	It is not clear what is meant by keeping policies maps up to date when they reflect the Local Plan on adoption. That will need greater explaining as it is not really possible to change things related to a Local Plan without going through the due process of consultation and examination.
<b>Question 2:</b> Do you agree that plans should contain a vision, and with our proposed principles preparing the vision? Do you think there are other principles that could be included?	Our Local Plan, and all others I have read, already include a vision. In terms of the principles to produce a vision, it is not clear how doing all of the things the consultation states will shorten the vision. But generally, the consultation proposals relating to the vision seem acceptable. Our vision is taken from the Broads Plan and therefore links to corporate strategies.	Generally, yes, but query if it is appropriate for a vision to include measurable outcomes; that sounds more like objectives or the monitoring framework. Final regulations will need to be really clear on what is meant by needing measurable outcomes.

Question	Commentary	Proposed response to question
	It may not be appropriate for a vision to include measurable outcomes; that sounds more like objectives or the monitoring framework. The idea of a digital framework for the vision sounds helpful.	
<b>Question 3:</b> Do you agree with the proposed framework for local development management policies?	It really depends on what the National Development Management Policies say and how they apply as one size rarely fits all, especially when protected landscapes are considered – the devil will be in the detail. Agree with ability to have local policies.	Agree with the ability to have local policies. On the subject of National Development Management Policies, care needs to be taken to ensure that smaller local planning authorities and protected landscapes are considered when drafting these as one size rarely fits all.
<b>Question 4:</b> Would templates make it easier for local planning authorities to prepare local plans? Which parts of the local plan would benefit from consistency?	Data standards to be introduced. Templates for local plans to be introduced.	Support the idea of standards and templates.
<b>Question 5:</b> Do you think templates for new style minerals and waste plans would need to differ from local plans? If so, how?	No comments.	No comments.
<b>Question 6:</b> Do you agree with the proposal to set out in policy that planning authorities should adopt their plan, at the latest, 30 months after the plan preparation process begins?	But on the issue of the 30 months' timeframe for producing the Local Plan, this is a concern.	The last local plan for the Broads, with limited development and limited controversy, had an 18-month examination. That leaves 12 months to prepare a local plan and the evidence. The examination stage is out of the control of the Local Planning Authorities. 30 months to submit may be possible, but given the uncertainties, 30 months to adoption cannot be guaranteed.  The diagram that shows 6 months for examination seems unrealistic. What about the 6 week consultation on modifications? What

Question	Commentary	Proposed response to question
		about allowing for variations in timings of various committees? Broads Authority for example meet every 2 or 3 months.
<b>Question 7:</b> Do you agree that a Project Initiation Document will help define the scope of the plan and be a useful tool throughout the plan making process?	The PID idea may be useful.	Yes. Detailed requirements would be welcomed.
<b>Question 8:</b> What information produced during plan-making do you think would most benefit from data standardisation, and/or being openly published?	No comments.	No comments.
<b>Question 9:</b> Do you recognise and agree that these are some of the challenges faced as part of plan preparation which could benefit from digitalisation? Are there any others you would like to add and tell us about?	<p>No real comments on digitising as generally, content with the idea, if the templates and requirements are set out in a timely manner. But the cost is important to understand. Some of the events that have been held recently that talk about digital innovations and systems sound great but fail to talk about the cost. There will be a large cost and how will LPAs pay for this?</p> <p>Being in pdf does not mean plans go out of date. Plans are static things, yes. To change, they then need to go through the Local Plan process. It is not clear what is being implied here. Just because a plan may be digital, it does not follow that it can be updated without needing to go through the local plan production process and examination.</p>	<p>Some of the digital innovations and systems seem really helpful, but they seem costly. It is not clear how Local Planning Authorities will be able to pay for digital plans.</p> <p>The document talks about plans being PDF and static and go out of date quickly. This is quite confusing as the Local Plan will not go out of date quickly. Indeed, it will need updating after 5 years as set out in the consultation. It is not clear what is being implied here or what the issue is. To update a Local Plan, the Local Plan process needs to be gone through.</p>

Question	Commentary	Proposed response to question
<b>Question 10:</b> Do you agree with the opportunities identified? Can you tell us about other examples of digital innovation or best practice that should also be considered?	The opportunities seem reasonable, but where will the money come from to pay for all of this?	Agree with the opportunities. The document does not say how this will all be paid for and that is an important consideration.
<b>Question 11:</b> What innovations or changes would you like to see prioritised to deliver efficiencies in how plans are prepared and used, both now and in the future?	No comments.	No comments.
<b>Question 12:</b> Do you agree with our proposals on the milestones to be reported on in the local plan timetable and minerals and waste timetable, and our proposals surrounding when timetables must be updated?	Our current Local Development Scheme is fairly simple.	No comments.
<b>Question 13:</b> Are there any key milestones that you think should automatically trigger a review of the local plan timetable and/or minerals and waste plan timetable?		
<b>Question 14:</b> Do you think this direction of travel for national policy and guidance set out in this chapter would provide more clarity on what evidence is expected? Are there other changes you would like to see?	Our approach to evidence is proportionate at the moment. A national approach to some topic areas would be helpful.	A national SFRA that comes up with the varying flood zones that is kept up to date would be logical. It would need to show flood zones 3a, 3b (rather than just flood zone 3 which EA do now) and climate change and surface water.
<b>Question 15:</b> Do you support the standardisation of evidence requirements for certain topics? What evidence topics do you think would be particularly important or beneficial to standardise and/or have more readily available baseline data?	Our evidence is proportionate anyway. Standardising seems logical.	Standardising seems logical.

Question	Commentary	Proposed response to question
<b>Question 16:</b> Do you support the freezing of data or evidence at certain points of the process? If so which approach(es) do you favour?	To not have to keep updating evidence during the production of a local plan would be welcomed.	Yes, this is supported.
<b>Question 17:</b> Do you support this proposal to require local planning authorities to submit only supporting documents that are related to the soundness of the plan?	This happens now – we only submit what is needed.	Yes, this is supported.
<b>Question 18:</b> Do you agree that these should be the overarching purposes of gateway assessments? Are there other purposes we should consider alongside those set out above?	This seems logical. However, it is not clear how much will these gateway assessments cost and where that money is coming from. Also, where will the Inspectors or other suitable people coming from to resource this?	Yes, this is supported. But the gateway assessments would add a financial burden to LPAs and it is not clear how much they would cost and how they would be paid for. Furthermore, where are the people, be it Inspectors or other suitable people, going to come from?
<b>Question 19:</b> Do you agree with these proposals around the frequency and timing of gateways and who is responsible?	This seems logical, but comments remain regarding cost and resource of personnel.	Yes, this is supported. But the gateway assessments would add a financial burden to LPAs and it is not clear how much they would cost and how they would be paid for. Furthermore, where are the people, be it Inspectors or other suitable people, going to come from?
<b>Question 20:</b> Do you agree with our proposals for the gateway assessment process, and the scope of the key topics? Are there any other topics we should consider?	Same comments apply about the cost and resource. But it seems that the LPA would need to point out issues with the Local Plan production for the suitable person to assess. That seems slightly odd – if the LPA knows about the issues, why are they telling the gateway assessment person?	It does not make sense that the LPA would tell the gateway assessment person what the issues are. If the LPA know there are issues, they will try to address them. It seems more logical that the gateway assessment assesses progress and identifies issues itself.

Question	Commentary	Proposed response to question
<b>Question 21:</b> Do you agree with our proposal to charge planning authorities for gateway assessments?	Where will the money to pay for these gate way assessments, then the examination, come from?	No. It is not clear how LPAs are expected to pay for such assessments and then the examination.
<b>Question 22:</b> Do you agree with our proposals to speed up plan examinations? Are there additional changes that we should be considering to enable faster examinations?	Sounds good in theory but is it fair to only consult on changes for 3 weeks rather than 6 weeks. Some people go away on holiday for a few weeks at a time and may miss the consultation.	Agreed that examinations could be quicker. But consulting for only 3 weeks rather than 6 weeks does not seem fair to interested parties who may be away for some or all of that time for example.
<b>Question 23:</b> Do you agree that six months is an adequate time for the pause period, and with the government's expectations around how this would operate?	One size rule rarely fits all circumstances. So perhaps there needs to be leeway in the length of time as well as the number of pauses.	The length of pause period needs to reflect the issue that the examination is being paused for. There could be the need for more than one period, if over time more issues are raised.
<b>Question 24:</b> Do you agree with our proposal that planning authorities should set out their overall approach to engagement as part of their Project Initiation Document? What should this contain?	Seems logical, although it will probably reflect the Statement of Community Involvement that we already have in place.	Yes, this is supported.
<b>Question 25:</b> Do you support our proposal to require planning authorities to notify relevant persons and/or bodies and invite participation, prior to commencement of the 30-month process?	People tend to want something to comment on of substance. Tend not to get many members of public commenting on issues and options stage for example, but get more interest when policies are drafted and sites identified.	Yes, this is supported.
<b>Question 26:</b> Should early participation inform the Project Initiation Document? What sorts of approaches might help to facilitate positive early participation in plan-preparation?	See above.	No comments.
<b>Question 27:</b> Do you agree with our proposal to define more clearly what the role and	Two rounds of consultation is supported. But the second one will have more comments as policies will be finalised and sites will be	Yes, this is supported. It should be noted that the second round of consultation is likely to garner more interest as policies are finalised



Question	Commentary	Proposed response to question
purpose of the two mandatory consultation windows should be?	identified. So, the second one won't necessarily be a quick and easy consultation round.	and sites for development identified. Questions to consider however: When do we do a call for sites to meet development needs? And what if sites are put forward later on in the process? How do we consult on those if we wish to include them?
<b>Question 28:</b> Do you agree with our proposal to use templates to guide the form in which representations are submitted?	Templates will be useful.	Yes, this is supported.
<b>Question 29:</b> Do you have any comments on the proposed list of prescribed public bodies?	The Broads Authority is not listed and neither are AONBs.	This needs to say 'National Parks Authorities and the Broads Authority'.  This list should also include AONBs.  They are not called Heritage England; it is Historic England.
<b>Question 30:</b> Do you agree with the proposed approach? If not, please comment on whether the alternative approach or another approach is preferable and why.	Setting the approach to assist in NPPG seems logical.	Yes, this is supported.
<b>Question 31:</b> Do you agree with the proposed requirements for monitoring?	We tend to monitor the areas proposed at the moment.	Yes, this is supported.
<b>Question 32:</b> Do you agree with the proposed metrics? Do you think there are any other metrics which planning authorities should be required to report on?	We tend to monitor the areas proposed at the moment.	Yes, this is supported. It needs to be made clear if other, more local issues, can be monitored.
<b>Question 33:</b> Do you agree with the suggested factors which could be taken into consideration when assessing whether two or more sites are 'nearby' to each other? Are	No comments.	No comments.

Question	Commentary	Proposed response to question
there any other factors that would indicate whether two or more sites are 'nearby' to each other?		
<b>Question 34:</b> What preparation procedures would be helpful, or unhelpful, to prescribe for supplementary plans? e.g., Design: design review and engagement event; large sites: masterplan engagement, etc.	No comments.	No comments.
<b>Question 35:</b> Do you agree that a single formal stage of consultation is considered sufficient for a supplementary plan? If not, in what circumstances would more formal consultation stages be required?	This seems acceptable.	Yes, this is supported.
<b>Question 36:</b> Should government set thresholds to guide the decision that authorities make about the choice of supplementary plan examination routes? If so, what thresholds would be most helpful? For example, minimum size of development planned for, which could be quantitative both in terms of land use and spatial coverage; level of interaction of proposal with sensitive designations, such as environmental or heritage.	Thresholds would be helpful. But where will all the Inspectors come from?	Yes, thresholds would be helpful. However, as we have queried elsewhere, where will the money to pay for this and the people to do the examination come from?
<b>Question 37:</b> Do you agree that the approach set out above provides a proportionate basis for the independent examination of supplementary plans? If not, what policy or regulatory measures would ensure this?	The examiner needs to be able to make sure the document is as good as it can be. Using Neighbourhood Plan examinations as an example, the examiners are limited to what they can request changes to, leaving some issues with the Neighbourhood Plan that can	If Supplementary Plan examination is based on Neighbourhood Plans, then issues like factual changes or improvements to wording won't be addressed by the Examiner. When Examining Neighbourhood Plans, the Examiners can only amend things if there are issues with the basic

Question	Commentary	Proposed response to question
	improve it not able to or not needing to be addressed. The examination process for Supplementary Plans should learn from the experiences of Neighbourhood Plans and address any issues rather than just repeat them.	conditions, so they may well want to improve something, but if it is not related to basic conditions, they can't. So perhaps the scope of the examination needs checking.
<b>Question 38:</b> Are there any unique challenges facing the preparation of minerals and waste plans which we should consider in developing the approach to implement the new plan-making system?	No comments.	No comments.
<b>Question 39:</b> Do you have any views on how we envisage the Community Land Auctions process would operate?	CLA will be piloted. Cans till do call for sites it seems which we would probably need to so.	No comments.
<b>Question 40:</b> To what extent should financial considerations be taken into account by local planning authorities in Community Land Auction pilots, when deciding to allocate sites in the local plan, and how should this be balanced against other factors?	No comments.	No comments.
<b>Question 41:</b> Which of these options should be implemented, and why? Are there any alternative options that we should be considering?	There may be a need for local plans to be updated before the 5 year period – perhaps a change in the local area could be a prompt.	LPAs should have the option to review their Local Plan earlier than 5 years if they deem it is required to. So, the options of the waves being the final backstop is supported.
<b>Question 42:</b> Do you agree with our proposals for saving existing plans and planning documents? If not, why?	There is nothing in this document about what happens to local plans adopted under existing system (prior to end of 2026) and how much weight those policies have and for how long and what happens if national development management policies come in that are different to some extent.	When regulations are finalised, it would be helpful to be clear about any issues that could arise with local plans that are adopted by the end of 2026. For example, how these interact with any National Development Management Policy.

Question	Commentary	Proposed response to question
<b>Question 43:</b> Do you have any views on the potential impact of the proposals raised in this consultation on people with protected characteristics as defined in section 149 of the Equality Act 2010?	No comments.	No comments.

# Planning Committee

15 September 2023

Agenda item number 15

## Department of Levelling Up, Housing and Communities- Consultation on proposed changes to permitted development rights

Report by Head of Planning

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### Summary

The Department of Levelling Up, Housing and Communities (DLUHC) is consulting on proposed changes to permitted development rights to support housing delivery, the agricultural sector, businesses, high streets and open prisons. The report summarises the proposed changes and includes proposed responses to the questions asked in the consultation.

### Recommendation

To note the report and endorse the nature of the proposed response.

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## 1. Introduction

- 1.1. On 24 July 2023 the Department for Levelling Up, Housing & Communities (DLUHC) published a consultation document [Consultation on additional flexibilities to support housing delivery, the agricultural sector, businesses, high streets and open prisons; and a call for evidence on nature-based solutions, farm efficiency projects and diversification - GOV.UK \(www.gov.uk\)](#) on proposed changes to national permitted development rights (PDRs) to allow additional flexibilities to support housing delivery. PDRs cover development that can be done without planning permission.
- 1.2. The consultation runs to 25 September 2023.

## 2. Proposals and comments

- 2.1. This consultation contains proposed changes to the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended.
- 2.2. The consultation states the proposals aim to support housing delivery, the agricultural sector, businesses and high street through extended national PDRs, which '*...are an important tool to support growth by providing certainty and removing the time and money needed to submit a planning application.*' The proposals out for consultation represent significant amendments to national PDRs and include new and extended rights to allow for the conversion of a variety of non-residential uses to housing and for extensions to non-domestic buildings.
- 2.3. As part of the consultation, DLUHC are also seeking evidence and feedback on nature-based solutions, farm efficiency projects and diversification of farm incomes.
- 2.4. The proposed changes to PDRs are set out below. The impacts of the proposed changes for the protected landscape of the Broads have been considered and there has been consultation with colleagues in the National Parks. Whilst the comments on the principles of many of the proposed changes are shared across the other protected landscapes, the detailed comments apply to the Broads area.
- 2.5. Due to the number of changes proposed and to make it easier to follow, a commentary and the proposed response are provided immediately after each proposed change.  
**Class E (commercial, business and service use) to dwellinghouses.**
- 2.6. Class E land uses include shops, restaurants, offices, gyms and light industrial buildings. In August 2021 a new PDR came into effect allowing conversion to a residential use, but



subject to a Prior Approval process, whereby the LPA would be able to take into account certain specified factors and require a planning application if it was not satisfied that there would be no impact. A maximum floorspace of 1,500 sqm was also imposed, (approximately equivalent to 20 x two bedroom homes) and a requirement that the premises had been vacant for a continuous period of three months before the application. The National Parks and the Broads were excluded from this PDR, meaning it does not apply in these areas.

- 2.7. The consultation proposes extending this PDR to National Parks and the Broads. It also seeks views on increasing the floorspace limits from 1,500sqm to 3,000sqm or potentially removing them altogether, as well as dispensing with the requirement for the premises to have been vacant for three months.

#### Commentary

- 2.8. The new Class E was introduced in August 2021 and combined a number of previous separate Classes and uses. It was deliberately drawn widely to provide maximum flexibility for businesses, whilst the accompanying PDR for conversion to a residential use would cover substantial buildings. The purpose of Class E was to promote regeneration, particularly in urban areas. National Parks and the Broads were excluded.
- 2.9. The proposed amendments suggest that the focus of the PDR has changed, with the priority now being the promotion of housing growth.
- 2.10. No justification has been provided for extending this PDR to the National Parks and Broads. The National Planning Policy Framework (NPPF) restricts new housing in National Parks and the Broads in order to protect their special qualities (footnote 7). It is acknowledged that this does result in house price inflation and availability and affordability challenges for local people due to the pressure for second and holiday homes, but it does enable the LPA to prioritise local need through the Local Plan process. It is unlikely that these areas could contribute significantly to housing growth, but the loss of business and commercial facilities (arising from conversion to residential) would have an adverse impact on the local communities in terms of reduced employment opportunities and access to services, whilst the visitor offer would also be reduced were cafes and shops to be lost. There would be a disproportionate impact in the smaller settlements with fewer facilities, however the effect on the viability and vitality of rural communities, including those dependent on the tourist economy, would affect the whole area.
- 2.11. It is considered that allowing the conversion of Class E buildings to housing as proposed would exacerbate the existing availability and affordability problems, undermine strategies to meet local housing need and result in the loss of services and facilities, thereby increasing rural disadvantage and isolation. It is recommended that a strong objection be raised to this proposal.
- 2.12. It is noted that the PDR under Class E are subject to a Prior Approval process and this should be retained if the proposals are taken forward.

## Class C1 (hotels, boarding houses & guest houses) to dwellinghouses

- 2.13. Class C1 land uses are primarily holiday and visitor accommodation. The proposed change would allow any of these premises to change to a dwellinghouse, but the consultation does suggest that this could be made subject to the Prior Approval process, whereby the LPA would be able to take into account certain specified factors and require a planning application if it was not satisfied that there would be no impact. It also states that the dwellinghouse would be restricted to use as a permanent dwellinghouse only, and there would be no PDR allowing use as a short term let or as a House in Multiple Occupation (HMO).

### Commentary

- 2.14. In April 2023 DLUHC issued a consultation on the creation of a new Use Class to cover short-term lets (primarily holiday properties) and proposed PDRs to allow conversion of a dwellinghouse to a short term let and vice versa. A [report](#) on this was presented to the 26 May 2023 Planning Committee. As noted in the consultation “...The scale and nature of England’s guest accommodation offer has changed significantly over the last 10 to 15 years. In particular, we have seen the growth of innovative platforms that provide new opportunities for guest accommodation and more choice for consumers (resulting in the growth of short term lets)”. The current proposal appears to be related to this, in that it introduces flexibility to respond to changing demands within the holiday sector, focusing this time on the more traditional accommodation providers.
- 2.15. The availability of a wide range of holiday accommodation is a key factor in supporting a prosperous visitor economy, and the flexibility to adapt quickly to changing demands is important, however as demand changes there will be properties that are unable to adapt or be adapted. The reasons might include their location or layout, or the changing character of the neighbourhood in which they are located. Conversion to a dwellinghouse is often the most appropriate alternative use and for many older properties this would be a reversion to an earlier use.
- 2.16. The concerns in planning terms arise from the potential loss of visitor accommodation, because insufficient holiday stock will create demand for new holiday accommodation, resulting in the loss of local properties to short term lets and/or pressure for new build accommodation. It is proposed that the new PDR would be subject to a Prior Approval process, which would enable the LPA to assess the impact of the proposed conversion on the local holiday market and require a planning application if there was considered to be an impact. On this basis, the proposed change is considered to be acceptable.

## Class M (betting offices, hot food takeaways etc) and Class N (amusement arcades and casinos) to dwellinghouses

- 2.17. Class M land uses include betting and pay day loan shops, hot food takeaways and launderettes, whilst Class N includes amusement arcades and casinos. There are existing PDRs that allow the conversion of these to dwellinghouses, with a maximum converted floorspace of 150sqm (approximately equivalent to 2 x two bedroom

homes). The National Parks and the Broads were excluded from this PDR, meaning it does not apply in these areas.

- 2.18. The consultation proposes extending this PDR to National Parks and the Broads, whilst removing launderettes so that planning permission would be required for their conversion. It also seeks views on increasing the floorspace limits from 150sqm to 300sqm or potentially removing them altogether.

#### Commentary

- 2.19. The land uses in Classes M and N are primarily urban activities, so the concerns identified in respect of Class E around extending the PDR to include National Parks and the Broads do not apply to same extent. There is concern, however, about the suitability of some of these premises for conversion to a residential use, particularly given that the PDRs would cover the use only and not any physical changes that might be required to facilitate the new use and which would need planning permission. It is likely that an amusement arcade or casino would require substantial works before it was suitable for occupation as a dwellinghouse(s).
- 2.20. Given the very limited contribution that conversion of such buildings could make to housing growth, it is hard to see any real benefit arising from the proposed change, but equally, and given the limited application in the Broads, no grounds for objection either.

#### Class G (premises in a Class E use, plus betting shops and pay day loan shops) to dwellinghouses

- 2.21. Another existing PDR, Class G allows the conversion of the space above certain non-residential premises to up to two flats, subject to Prior Approval of certain elements. The consultation seeks views on extending this to a wider range of premises (which are not specified) and increasing the maximum conversion to four flats.

#### Commentary

- 2.22. The extension of this existing PDR to a wider range of commercial buildings raises no significant concerns in respect of the impact on the Broads. It is worth noting, however, that the loss of storage and/or ancillary space can limit the ability of a building to accommodate a commercial use, so there are impacts. As it would have a limited application in the Broads, however, it is not proposed to make any comments.

#### Class Q (agricultural buildings) to dwellinghouses

- 2.23. There are existing PDR that allow the change of use of redundant agricultural buildings to dwellinghouses, subject to various conditions and limitations. Currently the PDRs allow up to three larger homes (>100sqm) with a cumulative floorspace of up to 465sqm or up to five smaller homes (<100sqm) or a mixture up to a maximum of five with a cumulative floorspace of up to 865sqm. These PDRs do not apply in the National Parks, the Broads and certain other areas.

- 2.24. It is proposed that these PDRs be simplified by introducing a single maximum floorspace limit of either 100sqm or 150sqm per home, with a maximum of 10 homes on one conversion with a cumulative floorspace of up to 1,000sqm. It is also proposed to extend the PDR to cover those areas currently excluded.
- 2.25. Separately within this section, the consultation also proposes a new PDR to allow the construction of rear extensions on agricultural buildings as part of the change of use. This element, however, would not apply in the National Parks and the Broads.

#### Commentary

- 2.26. Agriculture is an intrinsically rural activity and whilst farm buildings may be located close to the historic farmhouse, which may be located in a settlement, many more are situated in locations which are remote from local facilities and infrastructure. The NPPF is clear that “The purpose of the planning system is to contribute to the achievement of sustainable development” (para 7), advising that “To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities” (para 79), cautioning that “Planning policies and decisions should avoid the development of isolated homes in the countryside ...” (para 80) other than in exceptional circumstances. These are identified and include, at c), “development which would re-use redundant or disused buildings and enhance its immediate setting.” It is considered that extending Class Q, which would allow the conversion of any farm building to up to 10 homes, to some of the most rural areas of the country is contrary to the objectives and principles of the NPPF and undermines the locational strategy for new housing.
- 2.27. The NPPF restricts new housing in National Parks and the Broads in order to protect their special qualities including landscape beauty. In addition to the sustainability objections, the proposal to extend the provisions of Class Q to the Broads and the National Parks has the potential to have a significant adverse impact on these landscapes. This would arise in a number of ways. Traditional farm buildings make an important contribution to the character of the landscape, and their conversion erodes this. Significant alterations are often required to make them suitable for habitation and these interventions similarly erode character and impact adversely on appearance. The ancillary development associated with housing, for example paved parking areas, sheds, washing lines and other paraphernalia, introduce a further domestic presence into an otherwise developed location, detracting from its character and the sense of wildness. It is considered that proposals are incompatible with the protection of the landscapes, particularly given the scale of the development that would be allowed.
- 2.28. As with the changes to Class E above, no justification has been provided for extending this PDR to the National Parks and Broads. It is unlikely that these areas could contribute significantly to housing growth and whilst the extent to which the landscape is harmed by any conversion will depend on site specific factors, it is unclear why this cannot continue to be dealt with through the planning process. It is recommended that a strong objection be raised to this proposal.

## Class Q (agricultural buildings) – extend Class Q to include other rural buildings

- 2.29. The current Class Q only covers agricultural buildings on an agricultural unit, so it is proposed to extend this to include other buildings on an agricultural unit that are not in a solely agricultural use, for example, those that are rented out for storage. Farm shops would be specifically excluded. The change would allow any of these premises to change to a residential use.
- 2.30. The current Class Q also excludes buildings that were previously used for agriculture but are no longer part of an agricultural unit. It is proposed to extend the PDR to allow these to be converted to a residential use under Class Q, subject to the landowner providing evidence that the last known use of the building was for agricultural use as part of an agricultural unit.
- 2.31. There is no provision within Class Q for the conversion of non-agricultural buildings to a residential use, for example those used for forestry or equestrian purposes. The consultation seeks views on extending the PDRs to include such buildings within Class Q.
- 2.32. Prior approval of access and location/siting would be required under Class Q and minimum space standards would apply.

### Commentary

- 2.33. The proposed extension to Class Q would grant PDR for housing to a wide range of buildings in the countryside, including part-agricultural, past agricultural, forestry, equestrian, telecoms and pumping station buildings. The issues identified above in respect of Class Q (2.26 – 2.28) would apply to this proposal, however there are also additional concerns.
- 2.34. The proposal does not include a requirement for the subject buildings to be unused, obsolete or otherwise unrequired, so the extended Class Q could result in the loss of viable, current uses (both commercial and leisure) to housing, particularly as residential is a high value land use so there would be a strong financial incentive for landowners. Many of these sorts of uses are only permitted initially (i.e., granted planning permission) on the basis of having demonstrated that a countryside location is essential, so their conversion and the loss of the use would reduce diversity of the rural economy. There would also be pressure for replacement facilities, which would increase the impact on the rural landscape.
- 2.35. Again, no justification has been provided for extending this PDR to these additional buildings and, given the limited contribution they could make to housing growth and the in principle conflict with sustainability objectives, it is unclear why this cannot continue to be dealt with through the planning process. The proposal to require Prior Approval of access and location/siting could limit conversion of the most remote buildings, but does not address the fundamental conflicts. It is recommended that a

strong objection be raised to this proposal. If it is to be taken forward, it is recommended that the National Parks and the Broads should be excluded.

### **Class R (agricultural buildings) to a flexible commercial use to promote agricultural diversification – extend to cover other rural buildings**

- 2.36. The current Class R permits agricultural diversification through a change of use to a flexible commercial use, which could include storage and distribution (Class B8), hotels (Class C1) or shops and offices (Class E). The consultation proposes extending this to cover other buildings in a rural use, for example equestrian or forestry buildings, as well as extending the type of suitable use to include outdoor sports and recreation (Class F2), fitness uses (Class E) and general industrial (Class B2).
- 2.37. It is also proposed to allow a mixed use to take place in such conversions, combining, for example, a hotel and farm shop and to increase the permitted area of floorspace from 500sqm to 1,000sqm. Prior approval is required where more than 150sqm of floorspace is changing use, with a notification process applying below this.

#### **Commentary**

- 2.38. The purpose of the existing Class R is to support agricultural diversification and allows conversion to a very wide range of uses, some of which are more usually town centre activities, for example shops and offices. The operation of some of these uses in rural areas is considered to be in conflict with the NPPF objective of sustainable development, as well as undermining strategies to reinvigorate urban centres, but Class R is already in place so no comment on this can be made.
- 2.39. However, no justification has been provided for why Class R should be extended to cover other rural buildings, without restriction, or to widen the uses to include, for example, a general industrial use. It is considered that development arising from the proposed changes would potentially have a significant and adverse impact on the countryside as a whole and it is recommended that a strong objection be raised to this proposal. If it is to be taken forward, it is recommended that the National Parks and the Broads should be excluded.

### **Agricultural development – amendments to the existing PDR**

- 2.40. There are existing PDR that allow certain development to take place on agricultural holdings. The nature and size of the development varies depending on the size of the holding and the works need to be “reasonably necessary for the purposes of agriculture in that unit”.
- 2.41. On agricultural units of 5 hectares or more, a ground area of up to 1,000sqm can be covered by buildings or extensions and it is proposed to increase this by a further 500sqm. Prior approval is required for the siting, design and external appearance of any building constructed under this PDR.
- 2.42. On agricultural units of less than 5 hectares there is no PDR to construct a building, however extensions are permitted. These are restricted to the lower of the following



two limits - a maximum of a 20% increase over the original cubic capacity or an overall area limit of 1,000sqm of any building extended. It is proposed to increase these PDRs to allow a 25% increase or a maximum area of 1,250sqm. Currently this PDR applies to sites designated as a Scheduled Monument and it is proposed to remove this.

#### **Commentary**

- 2.43. The agricultural sector benefits from a wide range of long established PDRs covering development “reasonably necessary for the purposes of agriculture in that unit” and these have been supplemented more recently by Class Q and Class R outlined above, which are aimed at enabling diversification.
- 2.44. No justification has been provided for why the existing PDRs for on-farm activities are insufficient. Given the scale of change that is now covered by the various PDRs and the cumulative impact that this could have on an area, in terms of landscape impact, access and amenity, it is considered that further change should be dealt with through the planning process. It is recommended that an objection be raised to this proposal. If it is to be taken forward, it is recommended that the National Parks and the Broads should be excluded.

#### **Part 7, Class A – extensions to buildings in Class E**

- 2.45. There are existing PDRs that allow extensions of up 50% of the original floorspace or 100sqm (whichever is the lesser) to buildings in a business use; the consultation proposes the doubling of these. These PDR apply to the National Parks and the Broads, but the limits are halved and it is not proposed to increase these.

#### **Commentary**

- 2.46. This proposal does not affect the Broads and it is not proposed to make any comments.

#### **Part 7, Class H – Industrial and warehousing extensions**

- 2.47. There are existing PDRs that allow for the erection, extension or alteration of an industrial building or warehouse. This is subject to conditions and limits, including a maximum of 200sqm gross floorspace for a new building, except in the National Parks and Broads where this is halved. The consultation does propose changing the limits in the protected areas but doubling them outside.

#### **Commentary**

- 2.48. This proposal does not affect the Broads and it is not proposed to make any comments.

#### **Part 4, Class B – Markets**

- 2.49. There are existing PDRs that allow for the temporary use of land for up to 28 days per calendar year, of which up to 14 can be used for markets, motor car and motorcycle racing. The consultation proposes increasing the number of days that markets can be held and seeks view on an appropriate number up to 28.

#### Commentary

- 2.50. This proposal is unlikely to have a significant impact on the Broads and it is not proposed to make any comments.

#### Prisons

- 2.51. Amendments were made in 2021 to the existing PDRs which allow for the erection, extension, or alteration of schools, hospitals and closed prisons; it is now proposed to extend this to cover open prisons to support an increase in capacity.

#### Commentary

- 2.52. This proposal does not affect the Broads and it is not proposed to make any comments.

### 3. Conclusion, proposed response to consultation and recommendation

- 3.1. The proposed changes are significant and would result in a wide range of development (particularly housing) falling under PDR and whilst some of these would be subject to a Prior Approval process, the principle of the acceptability of the development would be established. There are a number of concerns with the proposals.
- 3.2. Firstly, the development of housing under PDRs would conflict with the strategy set out in the NPPF to achieve sustainable development and the commitment therein to a planned system. It is acknowledged that there is a role for 'windfall' housing (i.e., housing that is not identified through the Local Plan) as part of the delivery process, however unallocated sites are subject to the usual planning application process involving public consultation and a full consideration of the impacts. Allowing such development under PDRs removes this engagement, as well as promoting unplanned development without consideration of the impacts or contribution towards local infrastructure.
- 3.3. In addition to the conflict with national planning policy, a number of the proposals contradict the Government's own approach to development in the protected landscapes, including the Broads and National Parks. The 2019 National Landscape Review considered how planning worked in these areas, concluding that the protections provided under the existing system were "essential" and that "The current Permitted Development Rights (PDR) system should also be reviewed and, if necessary, further PDRs should be added to the list of those currently withdrawn within national landscapes to ensure that the full application process applies before determining planning approval." The importance of the planning process in these areas was recognised and supported by Government in their 2022 response which was clear: "This balancing exercise must be carried out differently in protected landscapes, to ensure their statutory purposes and special qualities are meaningfully protected. This involves giving greater weight to their special qualities in planning policies, procedures, and decisions...we recognise the special role that protected landscapes hold within the planning system." No justification has been provided for the change of approach, which

proposes loosening rather than strengthening planning controls in the protected landscapes.

- 3.4. Finally, there are significant concerns about adverse the impacts on the character and appearance of the protected landscapes of unrestricted conversion of agricultural and other rural buildings to housing, arising from both the physical changes required to facilitate this and the domestication of the local landscape. Within the settlements and communities, the conversion of offices, shops, cafes, hotels and many other buildings to a private residential use will put pressure on these already vulnerable community and service facilities, with a consequent impact on the viability of rural areas and the visitor economy.
- 3.5. Within the protected landscapes family, the proposals in this consultation have been met with dismay. The proposed changes have been described by the North York Moors National Park Authority as having greater potential to damage the special qualities of National Parks and the well-being of the communities within them than any other change to the planning system since its inception in 1947. The Yorkshire Dales National Park Authority, which manages a landscape with over 6,000 stone barns, have warned that the proposals would 'decimate' the National Park; and Dartmoor National Park Authority have stated the proposals would 'destroy' nationally protected landscapes and cause untold harm to local communities and the local economy. The New Forest National Park Authority predicts that "The introduction of these new PD rights within protected landscapes would support an immediate shift towards unrestricted residential use of agricultural buildings, shops and visitor accommodation" whilst one of the local MPs in the Lake District has warned that the proposals would lead to National Parks becoming a 'developer free-for-all'.
- 3.6. The Broads area, with its tightly drawn boundary, established floodplains and proximity to urban centres, does not have the same development pressures as the upland landscapes which cover extensive and remote areas, but the objections around the disapplication of national policy and suspension of the standard planning processes in order to allow housing in unsuitable locations are the same.
- 3.7. It is recommended that the comments set out in section 2 above are submitted as the formal comment of the Broads Authority.

Author: Cally Smith

Date of report: 4 September 2023

# Planning Committee

15 September 2023

Agenda item number 16

## Consultation Responses

Report by Planning Policy Officer

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### Summary

This report informs the Committee of the officer's proposed response to planning policy consultations received recently and invites members' comments and guidance.

### Recommendation

To note the report and endorse the nature of the proposed response.

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## 1. Introduction

- 1.1. Appendix 1 shows selected planning policy consultation documents received by the Authority since the last Planning Committee meeting, together with the officer's proposed response.
- 1.2. The Committee's comments, guidance and endorsement are invited.

Author: Natalie Beal

Date of report: 30 August 2023

Appendix 1 – Planning Policy consultations received

# Appendix 1 – Planning Policy consultations received

## Great Yarmouth Borough Council

**Document:** Great Yarmouth Borough Council Design Guide Supplementary Planning Document <https://www.great-yarmouth.gov.uk/planning-consultations>

**Due date:** 15 September 2023

**Status:** Draft

**Proposed level:** Planning Committee Endorsed

### Notes

The *Great Yarmouth Borough-Wide Design Code SPD* is a supplementary planning document that will add further guidance and detail in the application of existing design-based policies in the Council's adopted Local Plan. The SPD will set out clear principles and standards for how development should be designed in the borough, focusing on the priority aspects of design. As a code, it will also signpost users to other sources of regulation, guidance, assessment tools and best practice.

### Proposed response

#### Summary of response

This is generally a well written and accessible and easy to understand document. The comments tend to relate to typos, grammar as well as lighting.

#### Comments

2.1 – probably not say Broads National Park as this is a planning document.... Maybe say equivalent status to a national park?

4.1 – grammar – 'Climate change is the biggest challenge we face and it is a strategic priority that all development proposals **address it** through mitigation and adaptation' – need to address? Does that read better?

Page 18 – at the bottom – full glazing – lots of glazing can cause light pollution issues as well and needs to be mitigated.

Page 44 'through us of SuDS' – should be 'use'

Page 57 – expected... might want to indent the bullet points 2, 3, and 4.

BD10 page 59 – should really ask if lighting is needed in the first place. This, as written, goes straight to providing lighting.

Page 60 – talks about deterring birds, but have you thought about a section on biodiversity enhancements? Like our guide: [Broads Authority biodiversity enhancements \(broads-authority.gov.uk\)](https://www.broads-authority.gov.uk). I know BNG is coming in, but not all development will be required to do BNG so something about biodiversity enhancements in the guide, rather than just doing things to stop birds perching might be prudent.

Within the Town Walls – would welcome reference to making the most of the waterside settings – for example, the North Quay area is on the boundary of the river and Broads so rather than turning its back on the water, maybe make the most of it and embrace it and face it?

Page 110 says ‘and it is preferable for rear gardens to form the while walking and cycling routes’... I don’t think the sentence reads right...

Section 6.3 – how does talking about retail and commercial units in out of town locations sit with the NPPF and local plans? Does it need to talk about out of town locations? Isn’t the section simply about industrial, commercial and retail units? Further, as set out previously, in terms of lighting, isn’t the first step to justify the need for lighting in the first place?



# Planning Committee

15 September 2023

Agenda item number 17

## Circular 28/83 Publication by Local Authorities of information about the handling of planning applications Q2 1 April to 30 June 2023

Report by Planning Technical Support Officer

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### Summary

This report sets out the development control statistics for the quarter ending 30 June 2023.

### Recommendation

To note the report.

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## 1. Development control statistics

1.1. The development control statistics for the quarter ending are summarised in the tables below.

**Table 1**

Number of applications

Category	Number of applications
Total number of applications determined	65
Number of delegated decisions	59
Numbers granted	61
Number refused	4
Number of Enforcement Notices	1
Consultations received from Neighbouring Authorities	25

**Table 2**

Speed of decision

Speed of decision	Number	Percentage of applications
Under 8 weeks	45	69.3%

Speed of decision	Number	Percentage of applications
8-13 weeks	1	1.5%
13-16 weeks	0	0.0%
16-26 weeks	0	0.0%
26-52 weeks	0	0.0%
Over 52 weeks	0	0.0%
Within agreed extension <sup>1</sup>	19	29.2%
Outside of agreed extension	0	0.0%

- 1.2. Extensions of time were agreed for nineteen applications. Eighteen of these were required because further information was awaited, amendments had been made to the scheme, there had been other discussions which had taken it over time or because a re-consultation was underway. One was due to the application being taken to Planning Committee.

**Table 3**

National performance indicators: BV 109 The percentage of planning applications determined in line with development control targets to determine planning applications.

National target	Actual
60% of Major applications <sup>1</sup> in 13 weeks (or within agreed extension of time)	100%
65% of Minor applications <sup>2</sup> in 8 weeks (or within agreed extension of time)	100%
80% of other applications <sup>3</sup> in 8 weeks (or within agreed extension of time)	100%

Author: Thomas Carter

Date of report: 24 August 2023

Appendix 1 – PS1 returns

Appendix 2 – PS2 returns

<sup>1</sup> Majors refers to any application for development where the site area is over 1000m<sup>2</sup>

<sup>2</sup> Minor refers to any application for development where the site area is under 1000m<sup>2</sup> (not including Household/ Listed Buildings/Changes of Use etc.)

<sup>3</sup> Other refers to all other application types

## Appendix 1 – PS1 returns

Measure	Description	Number of applications
1.1	On hand at beginning of quarter	53
1.2	Received during quarter	67
1.3	Withdrawn, called in or turned away during quarter	4
1.4	On hand at end of quarter	46
2.	Number of planning applications determined during quarter	65
3.	Number of delegated decisions	59
4.	Number of statutory Environmental Statements received with planning applications	0
5.1	Number of deemed permissions granted by the authority under regulation 3 of the Town and Country Planning General Regulations 1992	0
5.2	Number of deemed permissions granted by the authority under regulation 4 of the Town and Country Planning General Regulations 1992	0
6.1	Number of determinations applications received	0
6.2	Number of decisions taken to intervene on determinations applications	0
7.1	Number of enforcement notices issued	1
7.2	Number of stop notices served	0
7.3	Number of temporary stop notices served	0
7.4	Number of planning contravention notices served	1
7.5	Number of breach of conditions notices served	0
7.6	Number of enforcement injunctions granted by High Court or County Court	0
7.7	Number of injunctive applications raised by High Court or County Court	0

## Appendix 2 – PS2 returns

**Table 1**

Major applications

Application type	Total	Granted	Refused	8 weeks or less	More than 8 and up to 13 weeks	More than 13 and up to 16 weeks	More than 16 and up to 26 weeks	More than 26 and up to 52 weeks	More than 52 weeks	Within agreed extension of time
Dwellings	1	1	0	0	0	0	0	0	0	1
Offices/ Light Industry	0	0	0	0	0	0	0	0	0	0
Heavy Industry/Storage/Warehousing	0	0	0	0	0	0	0	0	0	0
Retail Distribution and Servicing	0	0	0	0	0	0	0	0	0	0
Gypsy and Traveller Sites	0	0	0	0	0	0	0	0	0	0
All Other Large-Scale Major Developments	1	1	0	0	1	0	0	0	0	0
<b>Total major applications</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Table 2**

Minor applications

Application type	Total	Granted	Refused	8 weeks or less	More than 8 and up to 13 weeks	More than 13 and up to 16 weeks	More than 16 and up to 26 weeks	More than 26 and up to 52 weeks	More than 52 weeks	Within agreed extension of time
Dwellings	2	1	1	1	0	0	0	0	0	1
Offices/Light Industry	0	0	0	0	0	0	0	0	0	0
General Industry/Storage/Warehousing	0	0	0	0	0	0	0	0	0	0
Retail Distribution and Servicing	1	1	0	1	0	0	0	0	0	0
Gypsy and Traveller Sites	0	0	0	0	0	0	0	0	0	0
All Other Minor Developments	19	19	0	11	0	0	0	0	0	8
<b>Minor applications total</b>	<b>22</b>	<b>21</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>

**Table 3**

Other applications

Application type	Total	Granted	Refused	8 weeks or less	More than 8 and up to 13 weeks	More than 13 and up to 16 weeks	More than 16 and up to 26 weeks	More than 26 and up to 52 weeks	More than 52 weeks	Within agreed extension of time
Minerals	0	0	0	0	0	0	0	0	0	0
Change of Use	1	1	0	1	0	0	0	0	0	0
Householder Developments	28	27	1	22	0	0	0	0	0	6
Advertisements	3	2	1	2	0	0	0	0	0	1
Listed Building Consent to Alter/Extend	9	8	1	7	0	0	0	0	0	2
Listed Building Consent to Demolish	0	0	0	0	0	0	0	0	0	0
Certificates of Lawful Development <sup>4</sup>	0	0	0	0	0	0	0	0	0	0
Notifications	2	2	0	2	0	0	0	0	0	0
<b>Other applications total</b>	<b>43</b>	<b>40</b>	<b>3</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>

<sup>4</sup> Applications for Lawful Development Certificates are not counted in the statistics report for planning applications. As a result, these figures are not included in the total row in Table 4.



**Table 4**

Totals by application category

Application type	Total	Granted	Refused	8 weeks or less	More than 8 and up to 13 weeks	More than 13 and up to 16 weeks	More than 16 and up to 26 weeks	More than 26 and up to 52 weeks	More than 52 weeks	Within agreed extension of time
Major applications	2	2	0	0	1	0	0	0	0	1
Minor applications total	22	21	1	13	0	0	0	0	0	9
Other applications total	41	38	3	32	0	0	0	0	0	9
<b>TOTAL</b>	<b>65</b>	<b>61</b>	<b>4</b>	<b>45</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>Percentage (%)</b>		<b>93.8%</b>	<b>6.2%</b>	<b>69.3%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>29.2%</b>

# Planning Committee

15 September 2023

Agenda item number 18

## Appeals to the Secretary of State update

Report by Senior Planning Officer

This report sets out the position regarding appeals against the Authority.

### Recommendation

To note the report.

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
<b>APP/E9505/C/22/3301919</b> BA/2022/0023/UNAUP2	Mr R Hollocks	Appeal received by the BA on 27 June 2022  Appeal start date 14 July 2022	Beauchamp Arms, Ferry Road, Carleton St Peter	Appeal against Enforcement Notice - lighting and kerbing	Committee Decision 27 May 2022  LPA statement submitted 25 August 2022

<b>Application reference number</b>	<b>Applicant</b>	<b>Start date of appeal</b>	<b>Location</b>	<b>Nature of appeal/ description of development</b>	<b>Decision and dates</b>
<b>BA/2022/0021/UNAUP2</b> APP/E9505/C/22/3301976	Mr R Hollocks	Appeal received by the BA on 27 June 2022  Appeal start date 14 July 2022	Beauchamp Arms, Ferry Road, Carleton St Peter	Appeal against Enforcement Notice - workshop	Committee Decision 27 May 2022  LPA statement submitted 25 August 2022
<b>BA/2021/0490/FUL</b> APP/E9505/W/22/3303030	Mr N Mackmin	Appeal received by the BA on 13 July 2022  Appeal start date 2 December 2022	The Old Bridge Hotel Site, The Causeway, Repps with Bastwick	Appeal against refusal of planning permission: 8 one-bedroom & 4 two-bedroom flats for holiday use with restaurant & covered car-park at ground level.	Committee Decision 7 March 2022  LPA statement submitted 6 January 2023
<b>BA/2021/0295/FUL</b> APP/E9505/W/22/3308360	Trilogy Ltd	Appeal received by the BA on 5 October 2022  Appeal start date 13 February 2023	Morrisons Foodstore, Beccles, NR34 9EJ	Appeal against refusal of planning permission: Coffee Shop with Drive Thru Facility	Delegated Decision 8 April 2022  LPA statement submitted 20 March 2023

<b>Application reference number</b>	<b>Applicant</b>	<b>Start date of appeal</b>	<b>Location</b>	<b>Nature of appeal/ description of development</b>	<b>Decision and dates</b>
<b>BA/2017/0006/UNAUP1</b> APP/E9505/C/22/3310960	Mr W Hollocks, Mr R Hollocks & Mr Mark Willingham	Appeal received by the BA on 11 November 2022  Appeal start date 16 November 2022	Loddon Marina, 12 Bridge Street Loddon	Appeal against enforcement notice- occupation of caravans	Committee decision 14 October 2022  LPA statement submitted 21 December 2022
<b>BA/2022/0309/COND</b> APP/E9505/D/22/3311834	Mr B Parks	Appeal received by the BA on 23 November 2022  Appeal start date 16 March 2023	Shoals Cottage, The Shoal, Irstead	Appeal refusal of planning permission to change approved roof materials.	Delegated decision 15 November 2022  Fast track householder appeal so no LPA Statement submitted.
<b>BA/2022/0144/FUL</b> APP/E9505/W/22/3313528	Mr B Wright	Appeal received by the BA on 20 December 2022  Appeal start date 26 April 2023	East End Barn, Annexe, East End Barn, Aldeby	Appeal against refusal of planning permission to change the use of a residential annex to holiday let.	Delegated decision 5 July 2022  LPA Statement submitted 31 May 2023

<b>Application reference number</b>	<b>Applicant</b>	<b>Start date of appeal</b>	<b>Location</b>	<b>Nature of appeal/ description of development</b>	<b>Decision and dates</b>
<b>BA/2023/0001/ENF</b> APP/E9505/C/23/3316184	Mr R Hollocks & Mr J Render	Appeal received by the BA on 6 February 2023  Appeal start date 8 February 2023	Beauchamp Arms, Ferry Road, Carleton St Peter	Appeal against enforcement notice - occupation of caravans	Committee decision 9 December 2022  LPA Statement submitted 22 March 2023
<b>BA/2022/0416/FUL</b> APP/E9505/W/23/3321331	Mr & Ms Steve & Mary Hooper & Alexander	Appeal received by the BA on 2 May 2023  Start date awaited.	Blackwater Carr Land Off Ferry Lane, Postwick	Appeal against refusal of planning permission – Retrospective consent for the use of a yurt on a small, raised platform, securing a table and bench to the ground, the installation of a small staked and woven willow windbreak.	Committee Decision 3 February 2023
<b>BA/2023/0004/UNAUP2</b> APP/E9505/C/23/3322890 and APP/E9505/C/23/3322949	Jeanette Southgate and Mr R Hollocks	Appeals received by the BA 24 and 26 May 2023  Appeal start dates 27 and 29 June 2023	Berney Arms Inn	Appeal against enforcement notice - occupation of caravan	Committee decision 31 March 2023  LPA Statements submitted 9 August and 11 August 2023

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
<b>BA/2023/0012/HOUSEH</b> APP/E9505/W/23/3326671	Mr M Anwar	Appeal received by the BA 26 July 2023  Start date awaited.	Broadswater House, Main Road, Ormesby St Michael	Appeal against refusal of planning permission – Single storey flat roof, side/rear extension. Timber fence to boundary. Erection of cart lodge.	Delegated decision 5 May 2023

Author: Cheryl Peel

Date of report: 31 August 2023

Background papers: BA appeal and application files

# Planning Committee

15 September 2023

Agenda item number 19

## Decisions made by officers under delegated powers

Report by Senior Planning Officer

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### Summary

This report sets out the delegated decisions made by officers on planning applications from 07 August 2023 to 04 September 2023 and Tree Preservation Orders confirmed within this period.

### Recommendation

To note the report.

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Parish	Application	Site	Applicant	Proposal	Decision
Burgh Castle Parish Council	BA/2023/0202/COND	Church Farm, The Lodge Church Road Burgh Castle Norfolk NR31 9QG	Mr Christophi	Use of a flint finish instead of K render, variation of condition 2 of permission BA/2023/0040/FUL	Approve Subject to Conditions
Gillingham Parish Council	BA/2023/0251/FUL	Land Opposite 23 Kings Dam Marsh Lane Gillingham Norfolk	Mr M Baxter	Extension to open fronted cattle barn and formalise use of storage building as a farm office	Approve Subject to Conditions



Parish	Application	Site	Applicant	Proposal	Decision
Hoveton Parish Council	BA/2023/0261/ADV	Kings Head Hotel Station Road Hoveton Norfolk NR12 8UR	Mr Simon Petiffer	Installation of replacement signs including 1x pictorial to existing post, 2x amenity boards below pictorial sign, 1x projecting sign, 1x transom sign, 1x door plaque, 2x sets of individual letters, 1x sign written house name & amenity wording, 1x sign written text to existing amenity board, 3x lanterns and 1x sign written entrance sign	Approve Subject to Conditions
Ludham Parish Council	BA/2023/0275/HOUSEH	Rose House Yarmouth Road Ludham Norfolk NR29 5QF	Mr Angus Fuller	Replace two roof windows with dormer windows	Approve Subject to Conditions
Postwick With Witton Parish Council	BA/2023/0284/APPCON	The Old Stables Hall Lane Postwick Norwich Norfolk NR13 5HQ	Mrs A Loake	Details of Conditions 6: cladding, windows and doors materials, and 7: large scale joinery details of permission BA/2022/0302/COND	Approve

Parish	Application	Site	Applicant	Proposal	Decision
Repps With Bastwick Parish Council	BA/2023/0257/HOUSEH	Harbour View 71 Riverside Repps With Bastwick Norfolk NR29 5JX	Mr S Wright	Single storey extension and replace cedar shingles with black featheredge boarding	Approve Subject to Conditions
Thorpe St Andrew Town Council	BA/2023/0289/HOUSEH	52 Yarmouth Road Thorpe St Andrew Norwich Norfolk NR7 0HE	Mr Tom Weeks	Single storey rear extension	Approve Subject to Conditions

### Tree Preservation Orders confirmed by officers under delegated powers

Parish	Address	Reference number	Description
Thorpe St Andrew	Land Adjacent to Girlings Lane, Thorpe St Andrew, Norwich, Norfolk, NR7 0FB	BA/2023/0001/TPO	Trees T1 & T2: Silver Birch
Cantley, Limpenhoe and Southwood	Land At Limpenhoe Hill, Limpenhoe, Norfolk	BA/2023/0002/TPO	Woodland [W1] Oak, Sycamore, Maple, Holly, Elder

Parish	Address	Reference number	Description
Reedham	Reedham Old Hall, 2 Church Road, Reedham, Norwich, Norfolk, NR13 3TZ	BA/2023/0003/TPO	Group G1: Sycamore  Trees T1: Ash T2 & T3: Beech T4: London Plane T5 & T6: Sycamore T7, T8 & T9: Beech T10: Lime T11 & T12: Sycamore T13: Horse Chestnut

Author: Cheryl Peel

Date of report: 05 September 2023