

# Planning Committee

## Agenda 10 January 2025

10.00am

The King's Centre, 63-75 King Street, Norwich, NR1 1PH

John Packman, Chief Executive – Friday 03 January 2025

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 (see [Appendix 1](#) to the Agenda for guidance on your participation having declared an interest in the relevant agenda item)
3. **To receive and confirm the minutes of the Planning Committee meeting held on 06 December 2024** (Pages 4-16)
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:**  
There are no applications for consideration.
8. **Enforcement update** (Pages 17-23)  
Report by Development Manager

## Tree Preservation Orders

9. **BA/2024/0015/TPO The Island, Yarmouth Road, Thorpe St Andrew** (Pages 24-29)  
Report by Historic Environment Manager

## Policy

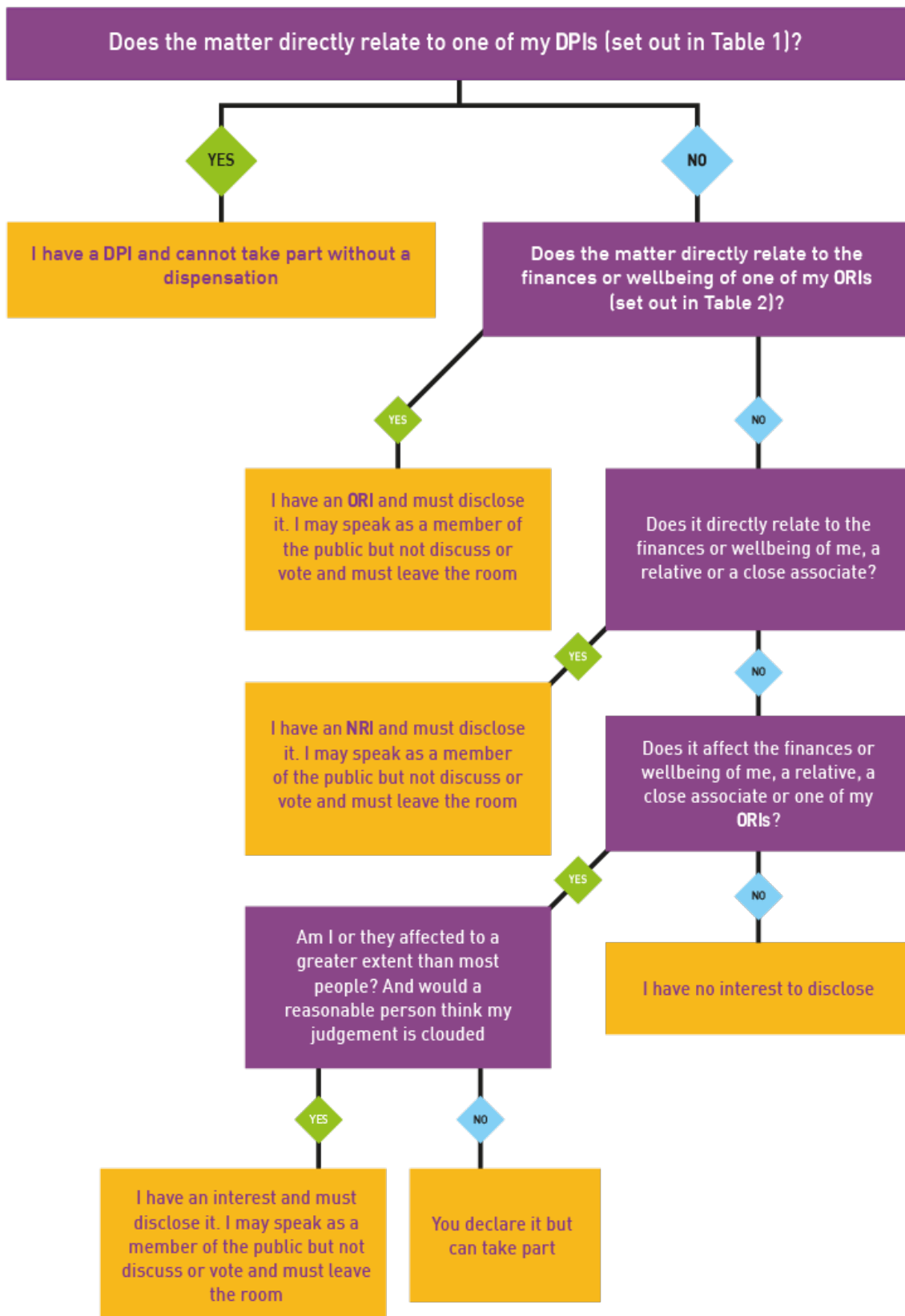
10. **Loddon and Chedgrave Neighbourhood Plan – Adoption** (Pages 30-31)  
Report by Planning Policy Officer
11. **Trowse with Newton Neighbourhood Plan – Adoption** (Pages 32-33)  
Report by Planning Policy Officer
12. **Consultation responses** (Pages 34-38)  
Report by Planning Policy Officer
13. **Neighbourhood Planning – Approval process** (Pages 39-41)  
Report by Planning Policy Officer
14. **Local Plan - Preparing the publication version** (Pages 42-126)  
Report by Planning Policy Officer

## Matters for information

15. **Notes of the Heritage Asset Review Group meeting held on 13 December 2024**  
(Pages 127-132)
16. **Appeals to the Secretary of State update** (Pages 133-135)  
Report by Development Manager
17. **Decisions made by Officers under delegated powers** (Pages 136-140)  
Report by Development Manager
18. **To note the date of the next meeting – Friday 07 February 2025 at 10.00am at The King’s Centre, 63-75 King Street, Norwich, NR1 1PH**

For further information about this meeting please contact the [Governance team](#)

# Appendix 1 – Extract from the Local Government Association Model Councillor Code of Conduct



# Planning Committee

## Minutes of the meeting held on 06 December 2024

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## **Present**

Tim Jickells – in the Chair, Harry Blathwayt, Stephen Bolt, Andrée Gee, Tony Grayling, Gurpreet Padda, Matthew Shardlow, Vic Thomson, Melanie Vigo di Gallidoro and Fran Whymark

## **In attendance**

Natalie Beal – Planning Policy Officer, Jason Brewster – Governance Officer, Steve Kenny – Development Manager, Kate Knights – Historic Environment Manager (items 10 & 11), Harry Mach – Carbon Reduction Projects Manager (item 7), Ruth Sainsbury – Head of Planning, Callum Sculfor – Assistant Planning Officer (item 7) and Sara Utting – Senior Governance Officer

## **Members of the public in attendance who spoke**

None

## **1. Apologies and welcome**

The Chair welcomed everyone to the meeting.

**Apologies** were received from James Harvey, Martyn Hooton and Leslie Mogford.

### **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. Declarations of interest and introductions**

Members provided their declarations of interest as set out in Appendix 1 to these minutes and in addition to those already registered.

## **3. Minutes of last meeting**

The minutes of the meeting held on 08 November 2024 were approved as a correct record and signed by the Chair.

## **4. Matters of urgent business**

There were no items of urgent business

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

No members of the public had registered to speak.

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

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

## 7. 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/2024/0245/FUL - Carlton Marshes Visitors Centre, Burnt Hill Lane, Carlton Colville

#### **Installation of three electric cycle charging boxes**

##### **Applicant: Broads Authority**

The Assistant Planning Officer (APO) provided a detailed presentation of the application that proposed the installation of three electric bike charging pods at the Carlton Marshes Visitors Centre, Burnt Hill Lane, Carlton Colville. The three pods would be installed as a single unit measuring 2.9 metres in width, 2.3 metres deep and 1.5 metres in height with a solar panel forming the roof of each pod and required no ancillary connections. The pods would be constructed from a wood plastic composite material, chosen for its ability to withstand an electric battery fire, and moulded to provide a mock timber appearance. The pods would be located to the north west side of the visitor centre's car park, within close proximity to a timber clad shipping container.

The APO explained that this and the following two applications were part of a partnership with Intelligen International Ltd, an engineering firm specialising in off-grid electric bike charging stations. Intelligen International were one of eight firms to secure backing from a £1.2 million fund, provided by the Department of Transport as part of The Innovate UK Catapult Network, for projects to enhance rural transport, offering people more choice and enabling better connections with local areas.

The presentation included location maps, a site map, an aerial photograph showing the site relative to the visitor centre, car park and nearby residential properties, various photographs of the site and its surrounds and a diagram depicting the elevation plans of the pods.

In assessing the application, the APO addressed the key issues of the principle of development; the design and impact on heritage assets and landscape; neighbour amenity; sustainable tourism and recreation and renewable energy.

In response to a question, the Carbon Reduction Projects Manager (CRPM) confirmed that the solar panels would be used to trickle-charge lead acid car batteries installed within each pod which in turn would be used to charge the electric bike's battery. The pods had been designed to be self-contained to simplify their installation and enable them to be located in rural locations with no access to the electricity network.

Members supported the development and discussed how this infrastructure was to be used and wanted to better understand the viability of this proposal. The CRPM confirmed that this, and the two subsequent applications, were part of a wider pathfinder project that would be assessed to evaluate the outcome of these installations and provide data to inform similar initiatives in the future.

Andrée Gee proposed, seconded by Melanie Vigo di Gallidoro

**It was resolved unanimously to approve subject to conditions:**

- i. Time limit**
- ii. In accordance with the approved plans and material details**
- iii. Prior to installation, all external materials to be confirmed**

**(2) BA/2024/0246/FUL - Salhouse Broad, Lower Street, Salhouse**

**Installation of three electric cycle charging boxes**

**Applicant: Broads Authority**

The Assistant Planning Officer (APO) provided a detailed presentation of the application that proposed the installation of three electric bike charging pods at Salhouse Broad, Lower Street, Salhouse. The technical aspects of the pods were the same as those stated above for application BA/2024/0245/FUL. The site was located within the Salhouse Conservation Area and the pods would be located adjacent to the dark skies viewing platform.

The presentation included location maps, a site map, an aerial photograph showing the site relative to the Salhouse Broad, the campsite and the access track, various photographs of the site and its surrounds and a diagram depicting the elevation plans of the pods.

In assessing the application, the APO addressed the key issues of the principle of development; the design and impact on heritage assets and landscape; neighbour amenity; sustainable tourism and recreation and renewable energy.

Members had concerns about the proposed use of a track between the site and the public car park at Lower Street for access to the site, questioning whether the track was suitable for shared use by cyclists and pedestrians. The Carbon Reduction Projects Manager confirmed that cyclists used the track currently, that the most likely users would be touring cyclists who, with laden bikes, would not be travelling at speed along the unmade track and that this development was not expected to attract large numbers of users. The Development Manager added that the installation of three charging pods would not provide a significant incentive for

additional people to cycle to this site and that it was not unusual for cyclists and pedestrians to share access infrastructure.

Harry Blathwayt proposed, seconded by Stephen Bolt

**It was resolved by 9 votes for and 1 abstention to approve subject to conditions:**

- i. Time limit**
- ii. In accordance with the approved plans and material details**
- iii. Prior to installation, all external materials to be confirmed**

### **(3) BA/2024/0249/FUL - Car Park At, Ferry Inn, Ferry Road, Reedham**

#### **Installation of three electric cycle charging boxes**

**Applicant: Broads Authority**

The Assistant Planning Officer (APO) provided a detailed presentation of the application that proposed the installation of three electric bike charging pods at Car Park At, Ferry Inn, Ferry Road, Reedham. The technical aspects of the pods were the same as those stated previously for application BA/2024/0245/FUL. The pods would be located to the north east corner of the Ferry Inn's car park adjacent to the boundary hedge and the flood bank.

The presentation included location maps, a site map, an aerial photograph showing the site relative to the Reedham Ferry Inn, Ferry Road and the River Yare, various photographs of the site and its surrounds and a diagram depicting the elevation plans of the pods.

In assessing the application, the APO addressed the key issues of the principle of development; the design and impact on heritage assets and landscape; neighbour amenity; sustainable tourism and recreation and renewable energy.

A Member noted that the site was prone to flooding and asked whether the pods would survive being immersed in water. The Carbon Reduction Projects Manager explained that the charging equipment was attached to the underside of a pod's roof and the plug socket was 18 inches to 2 foot above the pod's floor.

Fran Whymark proposed, seconded by Harry Blathwayt

**It was resolved unanimously to approve subject to conditions:**

- i. Time limit**
- ii. In accordance with the approved plans and material details**
- iii. Prior to installation, all external materials to be confirmed**



## 8. Local Enforcement Plan and amendments to Scheme of Delegation

The Development Manager (DM) presented the report which detailed changes to the Local Enforcement Plan (LEP) and the Scheme of Delegation (formally known as the Scheme of powers delegated to the Chief Executive and other authorised officers) in response to the Levelling Up and Regeneration Act (LURA). The DM provided a summary of the changes required by LURA as explained in section 2 of the report.

The Scheme of Delegation had been updated to reference the new Listed Building Temporary Stop Notice and Enforcement Warning Notice associated with LURA and to ensure the delegation of these notices reflected the correct authorised officers.

A Member noted that compliance activity was a significant pre-cursor to enforcement that many people neglected to consider when dealing with the planning team. To address this omission, the Member suggested renaming the LEP the Local Compliance and Enforcement Plan. It was agreed to make an additional amendment to the LEP by replacing references to LEP with Local Compliance and Enforcement Plan.

Vic Thomson proposed, seconded by Tony Grayling

**It was resolved unanimously to endorse:**

- **The changes to the Local Enforcement Plan including replacing references to the Local Enforcement Plan with Local Compliance and Enforcement Plan.**
- **The changes to the Scheme of Delegation and recommend these to the Broads Authority for approval**

## 9. Enforcement update

Members received an update report from the Development Manager on enforcement matters previously referred to the Committee.

The meeting adjourned at 11:20am and reconvened at 11:26am.

## 10. BA/2024/0013/TPO Nicholas Everitt Park, Lowestoft

The Historic Environment Manager (HEM) presented the report recommending confirmation of a provisional Tree Preservation Order (TPO) for an oak tree at Nicholas Everitt Park, Bridge Road, Lowestoft. The applicant had submitted a tree works application for six trees in the park and the proposed works on five trees had been approved. The proposed work on the remaining tree, an oak, to reduce its height to a standing stem of 4-5m from ground level was deemed to be inappropriate. The Local Planning Authority for the Broads had an obligation to serve TPOs on trees that were considered to be of amenity value and under threat. The tree had been assessed by the Authority's Arboricultural Consultant (AAC) using the Tree Evaluation Method for Preservation Orders (TEMPO) which indicated that the oak tree

contributed to the amenity value of the area and warranted a TPO. A provisional TPO had been served on 18 July 2024 that would need to be confirmed by 18 January 2025.

The applicant had objected to the provisional TPO stating the tree posed a significant risk, that its rooting was eroding over time and that, if it were to fall, given its location adjacent to a public car park, it could cause significant harm/injury to persons or damage to property. The objection had been received within the 28-day consultation period and as per the Authority's Scheme of powers delegated to the Chief Executive and other officers, paragraph 50 (ii), this matter would need to be determined by the Planning Committee. Given the technical nature of the objection, Members had agreed at the meeting on 11 October 2024, that there was no value in undertaking a site visit in this instance.

The HEM presented a location map, a site map showing the tree's location within the context of the park, a site map showing the tree's location in relation to the park's tennis courts and car park, an equivalent aerial photograph and various photographs of the tree associated with the provisional TPO. The subject tree was part of a larger group of trees that formed the eastern boundary of the Nicholas Everitt Park. From the images it was demonstrated that the subject tree was a prominent addition to the larger group of trees especially when viewed from the adjacent car park.

The HEM explained the AAC's assessment of the oak tree had found the rooting area was not in poor condition and appeared to be sound with no signs of lifting or cracking (as shown in supporting photographs). In regard to the lean of the tree, the AAC believed the tree had grown with the lean, which had developed in response to adjacent trees, and that the tree's root system would have developed to accommodate this lean. The tree showed no fungal pathogens or signs of decay. The tree was in good health, showed no sign of weakness or imminent likelihood of failure and posed no immediate risk to users of the car park. There was not sufficient risk to warrant a reduction in the tree's height to 4 or 5 metres and it was recommended that Members confirm the TPO.

In response to a question, the HEM reminded Members that a TPO did not preclude further tree works deemed to be appropriate and/or necessary, that any proposed works would require the Authority's consent beforehand although if the tree posed an urgent and serious safety risk then the Authority's prior consent could be foregone assuming appropriate documentary evidence was captured to confirm the imminent risk posed by the tree.

Members supported the TPO believing the tree contributed to the overall character of the area and its loss would be noticeable.

Melanie Vigo di Gallidoro proposed, seconded by Andrée Gee

**It was resolved unanimously to confirm Tree Preservation Order BA/2024/0013/TPO Nicholas Everitt Park, Lowestoft.**

## 11. BA/2024/0015/TPO The Island, Yarmouth Road, Thorpe St Andrew - Site visit

The Historic Environment Manager (HEM) presented the report to determine whether a site visit was required in relation to a Woodland Tree Preservation Order (TPO) for a mixed broadleaved woodland located on Thorpe Island, The Island, Yarmouth Road, Thorpe St Andrew (located within the Thorpe St Andrew Conservation Area). The applicant had submitted a tree works application for 15 trees on this site, that following negotiation, had been amended to carry out revised works to 12 trees. To ensure that the agreed work was carried out appropriately could only be achieved by a TPO, so a Tree Evaluation Method for Preservation Orders (TEMPO) assessment was carried out and it was considered that the woodland met the criteria for a TPO to be served. A provisional Woodland TPO had been served on 15 August 2024. The HEM indicated that this would need to be confirmed by 15 February 2025.

The applicant had objected to the provisional TPO stating that it was unnecessary as they had been effectively managing the woodland and the trees were already protected through the Conservation Area.

The objection had been received within the 28-day consultation period and as per the Authority's Scheme of powers delegated to the Chief Executive and other officers, paragraph 50 (ii), this matter would need to be determined by the Planning Committee. In preparation for this determination the HEM explained that Members could undertake a site visit however, in this instance, a detailed photographic survey of the woodland and its surrounds, in conjunction with information provided by the Authority's Arboricultural Consultant, would be adequate to determine the provisional TPO. The recommendation was therefore not to undertake a site visit.

Members acknowledged the need for site visits under certain circumstances however, given the nature of the objection, Members agreed that there was no value in this instance.

Harry Bathwayt proposed, seconded by Vic Thomson

**It was resolved unanimously to not undertake a site visit before the provisional TPO BA/2024/0015/TPO was considered at a future Planning Committee meeting.**

## 12. Carlton Colville Neighbourhood Plan – Agreeing to re-consult

The Planning Policy Officer (PPO) introduced the report, which proposed consulting on further modifications to the Carlton Colville Neighbourhood Plan. The PPO explained that the Neighbourhood Plan had undergone an examination and the Examiner's report had been published. The Carlton Colville neighbourhood planning bodies, namely Carlton Colville Town Council and the Local Planning Authorities for the Broads Authority and East Suffolk Council, had disagreed with some of the Examiner's recommended modifications and had proposed

alternative modifications in these instances. The intention was to consult on the proposed alternative modifications as required by the Neighbourhood Planning legislation.

Members thought the proposed modifications were reasonable and supported the consultation.

Matthew Shardlow proposed, seconded by Melanie Vigo di Gallidoro

**It was resolved unanimously to endorse the proposed modifications to the Carlton Colville Neighbourhood Plan that differed to those recommended by the Examiner and to recommend these proposed modifications be consulted on.**

### 13. Norfolk and Waveney Planning in Health Protocol - Update

The Planning Policy Officer (PPO) presented the report which provided an updated version of the Norfolk and Waveney Planning in Health Protocol. Appendix 1 of the report provided a summary of the revisions made to the Planning in Health Protocol and the revised protocol was provided in Appendix 2 of the report.

Members welcomed this protocol for its wider benefits to people's wellbeing.

Harry Bathwayt proposed, seconded by Stephen Bolt

**It was resolved unanimously to endorse the revised Norfolk and Waveney Planning in Health Protocol.**

### 14. Norfolk Recreational Impact Avoidance and Mitigation Strategy - Delivery management

The Planning Policy Officer (PPO) introduced the report, which documented the latest changes to the Norfolk Recreational Impact Avoidance and Mitigation Strategy (RAMS). The PPO reminded Members that RAMS was a tariff based approach to mitigating the impact of recreational disturbance on designated habitat sites resulting from increased residential development.

Since the Norfolk RAMS was endorsed by the Planning Committee on 7 January 2022, further work had been undertaken to improve the mitigation strategy. The result of this work was the Action Plan provided in Appendix 1 of the report. This plan detailed actions relating to mitigation measures across a range of protected sites throughout Norfolk, a number of which were within the Broads.

There was a single county wide RAMS tariff, associated with new residential dwellings, which was originally set at £221.17 per dwelling. Following the completion of the Action Plan, which provided a more complete understanding of the required mitigation measures, the tariff would be increased to approximately £280 per dwelling.

All the Local Planning Authorities (LPAs) within Norfolk were responsible for collecting these tariffs which were periodically paid into a central Norfolk RAMS Fund. The governance of this

fund was to be overseen by a board consisting of appointees from all the participating LPAs. The governance and management of this fund was described in the Memorandum of Understanding provided in Appendix 2 of the report.

The PPO confirmed that the RAMS Action Plan, revised tariff and Memorandum of Understanding were to be endorsed by each LPA and each LPA would nominate a representative to the Norfolk Green Infrastructure (GI) and RAMS oversight board. Once the Planning Committee had endorsed these documents and recommended the Vice-Chair of the Planning Committee as the principal nominee, with the Chair of the Planning Committee as his deputy, for the Norfolk GI RAMS oversight board these proposals would be put to the Broads Authority for adoption.

Members noted the extensive list of projects proposed in the Action Plan and, given the number of visitors attracted to the area, that the Broads would play an important part in the mitigation measures. A Member believed that the projects listed did not reflect all the possible impacts to the flora and fauna across all the protected sites and wondered whether the resulting gaps could be identified and addressed. A Member responded that this was the beginning of this mitigation strategy and that he expected it to improve over time.

Matthew Shardlow proposed, seconded by Gurpreet Padda

**It was resolved unanimously to:**

- i. Endorse the new Norfolk Recreational impact Avoidance and Mitigation Strategy (RAMS) Action Plan plus tariff and governance arrangements (as stated in the Memorandum of Understanding) for adoption by the Broads Authority**
- ii. Recommend that the Broads Authority nominates the Vice-Chair of the Planning Committee to the Norfolk Green Infrastructure and RAMS oversight board, with the Chair of the Planning Committee acting as deputy.**

## 15. Consultation Responses

The Planning Policy Officer (PPO) introduced the report, which documented the responses to the Suffolk Local Transport Plan, Suffolk Local Cycling and Walking Infrastructure Plan and Beccles Area Transport Plan provided by Suffolk County Council. The PPO confirmed that an extension had been granted for the Local Planning Authority (LPA) for the Broads to enable a response from this committee meeting to be confirmed. The PPO indicated that, along with some inconsistencies in the strength of wordings used, the responses to all three documents sought to correct references to the Broads and Broads Authority that had previously been omitted.

Melanie Vigo di Gallidoro proposed, seconded by Andrée Gee

**It was resolved unanimously to endorse the nature of the proposed responses to the Suffolk Local Transport Plan, Suffolk Local Cycling and Walking Infrastructure Plan and Beccles Area Transport Plan.**

## 16. Annual Monitoring Report and Infrastructure Funding Statement

The Planning Policy Officer (PPO) presented the report which detailed the Annual Monitoring Report 2023/24 and the Infrastructure Funding Statement 2024. The PPO discussed each of these documents in turn.

### Annual Monitoring Report 2023/24

The Annual Monitoring Report (Appendix 1 of the report) detailed key metrics associated with planning activity from 1 April 2023 to 31 March 2024, as well as an assessment on how policies in the Local Plan for the Broads were utilised. The PPO highlighted that the Authority was not able to demonstrate a 5-year land supply although the presumption in favour of sustainable development did not apply in the Broads. The PPO confirmed that the self-build exemption, from the duty to give enough suitable development permissions to meet the identified demand, was maintained.

### Infrastructure Funding Statement 2024

The Infrastructure Funding Statement (Appendix 2 of the report) provided a summary of contributions raised through planning obligations, such as Recreational Impact Avoidance and Mitigation Strategy and Section 106 Agreements, for the period 1 November 2023 to 31 October 2024.

Harry Bathwayt proposed, seconded by Stephen Bolt

**It was resolved unanimously to endorse the Annual Monitoring Report 2023/24 and the Infrastructure Funding Statement 2024.**

Harry Blathwayt left the meeting.

## 17. Appeals to the Secretary of State

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

## 18. Decisions made by officers under delegated powers

The Committee received a schedule of decisions made by officers under delegated powers from 28 October to 22 November 2024 and any Tree Preservation Orders confirmed within this period.

## 19. Date of next meeting

The next meeting of the Planning Committee would be on Friday 10 January 2025 10.00am at The King's Centre, 63-75 King Street, Norwich, NR1 1PH.

The meeting ended at 12:16pm.

Signed by

Chair

DRAFT

## Appendix 1 – Declaration of interests Planning Committee, 06 December 2024

Member	Agenda/minute	Nature of interest
Tim Jickells on behalf of all Members	7.1, 7.2 & 7.3	Applicant is the Broads Authority.
Andrée Gee	7.1 & 10	East Suffolk Councillor - other registerable interest.
Melanie Vigo Di Gallidoro	7.1	Suffolk County Councillor - other registerable interest.
Fran Whymark	7.2	Broadland District Councillor - other registerable interest.



# Planning Committee

10 January 2025

Agenda item number 8

## Enforcement update

Report by Development Manager

### 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 & Case number	Location	Infringement	Action taken and current situation [date of update]
14 September 2018 BA/2018/0047/ UNAUP3	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> </ul>

Committee date & Case number	Location	Infringement	Action taken and current situation [date of update]
			<ul style="list-style-type: none"> <li>• Site being monitored 14 August 2019.</li> <li>• Further caravan on-site 16 September 2019.</li> <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> </ul>

Committee date & Case number	Location	Infringement	Action taken and current situation [date of update]
			<ul style="list-style-type: none"> <li>• Further information requested following scant PCN response and confirmation subsequently received that caravans 1 and 3 occupied on Assured Shorthold Tenancies [27/10/2021]</li> <li>• Verbal update to be provided on 3 December 2021</li> <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 [06/12/2021]</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 [11/04/2022]</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 [27/05/2022]</li> <li>• Solicitor instructed to commence prosecution [31/05/2022]</li> <li>• Prosecution in preparation [12/07/2022]</li> <li>• Further caravan, previously empty, now occupied. See separate report on agenda [24/11/2022]</li> <li>• Planning Contravention Notice to clarify occupation served 25 November 2022 [20/01/2023]</li> <li>• Interviews under caution conducted 21 December 2022 [20/01/2023]</li> <li>• Summons submitted to Court [04/04/2023]</li> </ul>

Committee date & Case number	Location	Infringement	Action taken and current situation [date of update]
			<ul style="list-style-type: none"> <li>• Listed for hearing on 9 August 2023 at 12pm at Norwich Magistrates' Court [17/05/2023]</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 [09/08/2023]</li> <li>• Hearing at Norwich Crown Court adjourned to 22 September 2023 [01/09/2023]</li> <li>• Hearing at Norwich Crown Court adjourned to 22 December 2023 [26/09/2023]</li> <li>• Hearing postponed at request of Court, to 8 April 2024 rescheduled date [16/01/2024]</li> <li>• Hearing postponed at request of Court, to 14 May rescheduled date [10/04/2024]</li> <li>• Court dismiss Defendants' application to have prosecution case dismissed. Defendants plead 'not guilty' and trial listed for seven days commencing 23 June 2025 [14/05/2024]</li> </ul>
13 May 2022 BA/2022/0023/ UNAUP2	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 [12/07/2022]</li> <li>• Appeals dismissed and Enforcement Notices upheld 29 July 2024.</li> </ul>

Committee date & Case number	Location	Infringement	Action taken and current situation [date of update]
			<ul style="list-style-type: none"> <li>• Workshop to be dismantled and removed off site within two months; all associated structures and fixtures to be removed off site, services (electricity) to be disconnected and infrastructure to be removed off-site and the land to be made good within three months</li> <li>• Kerbed structure and lighting columns to be taken down and electricity connections to be taken up, all within two months; all structures, materials and associated debris arising from the above to be removed off site and the land to be made good within three months [30/07/2024]</li> <li>• Site visit to be carried out and owner reminded of compliance periods [27/09/2024]</li> <li>• <b>Discussions continuing, held up by court case on other issue. [19/12/2024]</b></li> </ul>
<p>21 September 2022</p> <p>BA/2017/0006/UNAUP1</p>	<p>Land at Loddon Marina, Bridge Street, Loddon</p>	<p>Unauthorised static caravans</p>	<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 [04/10/2022]</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 [24/11/2022]</li> <li>• Appeals dismissed and Enforcement Notices amended and upheld 29 July 2024.</li> <li>• Residential use of the caravans to cease, the caravans and associated structures, fixtures, fittings and domestic paraphernalia to be removed off site, services (including water and electricity) to be disconnected and infrastructure to be removed off-site and the land to be made good, all within six months [30/07/2024]</li> </ul>

Committee date & Case number	Location	Infringement	Action taken and current situation [date of update]
			<ul style="list-style-type: none"> <li>• Owner to be reminded that notice to be complied with by 29 January 2025 [27/09/2024]</li> <li>• <b>Discussions continuing [26/11/2024]</b></li> </ul>
9 December 2022 BA/2018/0047/ UNAUP3	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 [20/01/2023]</li> <li>• Appeals submitted against Enforcement Notice [16/02/2023]</li> <li>• Appeals dismissed and Enforcement Notices amended and upheld 29 July 2024.</li> <li>• Residential use of the caravan to cease within two months; the caravan and associated structure or fixtures to be removed off site, services (electricity and water) to be disconnected and infrastructure to be removed off-site and the land to be made good within three months [30/07/2024]</li> <li>• Site visit to be carried out and owner reminded of compliance periods [27/09/2024]</li> <li>• <b>Discussions continuing, held up by court case on other issue. [19/12/2024]</b></li> </ul>
31 March 2023 BA/2023/0004/ UNAUP2	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 [12/05/2023]</li> <li>• Appeal submitted against Enforcement Notice [25/05/2023]</li> </ul>

Committee date & Case number	Location	Infringement	Action taken and current situation [date of update]
			<ul style="list-style-type: none"> <li>• <b>Discussions continuing, held up by court case on other issue. [19/12/2024]</b></li> </ul>
2 February 2024 BA/2022/0007/ UNAUP2	Holly Lodge. Church Loke, Coltishall	Unauthorised replacement windows in listed building	<ul style="list-style-type: none"> <li>• Authority given to serve a Listed Building Enforcement Notice requiring the removal and replacement of the windows and the removal of the shutter. Compliance period of 15 years</li> <li>• LPA in discussions with agent for landowner [10/04/2024]</li> <li>• No resolution achieved through discussion. Legal advice sought [29/08/2024]</li> <li>• Case review – Listed Building Enforcement Notice to be served, in process of content being considered and drafted [19/12/2024]</li> </ul>

Author: Steve Kenny

Date of report: 19 December 2024

Background papers: Enforcement files

# Planning Committee

10 January 2025

Agenda item number 9

## BA/2024/0015/TPO The Island, Yarmouth Road, Thorpe St Andrew

Report by Historic Environment Manager

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### Summary

A Provisional Tree Preservation Order (TPO) has been served on a woodland at The Island, Yarmouth Road, Thorpe St Andrew.

A single objection to the TPO has been received.

### Recommendation

To consider whether to confirm the TPO. The Authority's recommendation is that it is confirmed.

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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 consider the serving of Tree Preservation Orders (TPOs) on trees which are considered to be of amenity value and where it is expedient to do so. The Town and Country (Tree Preservation) (England) Regulations) 2012 sets out the procedure relating to TPOs and government guidance (Tree Preservation Orders and trees in conservation areas, 2014) provides further information. This report explains how this process has been carried out in respect of an area of woodland at Thorpe Island, Yarmouth Road, Thorpe St Andrew (BA/2024/0015/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 the expediency of serving the order. There are many trees in the Broads (and elsewhere) which are of sufficient amenity value to qualify for TPO status, but which are not protected as it is not considered expedient to do so. When considering expediency, one of the factors considered by the LPA is whether the trees 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 either a Section 211 notification (as in this case), notifying the authority of proposed works to trees within a conservation area or 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 may see there is a tree on the site which is potentially of amenity value and under threat from the proposed development. The case officer will consult the Authority's Arboricultural Consultant, who may need to investigate further and 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 the LPA will consider whether a provisional TPO should 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 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 the decision on whether or not to confirm the provisional TPO is made by the Planning Committee.

### **3. The provisional Tree Preservation Orders at The Island, Yarmouth Road, Thorpe St Andrew**

- 3.1. Thorpe St Andrew is a parish to the east of Norwich. Yarmouth Road is the main road running east-west through Thorpe St Andrew and into Norwich from the east and the river Yare runs to the south of the Yarmouth Road. The Island is situated to the south of Yarmouth Road, between the River Yare (to the north of the island) and a new cut (to the south), with the main train line running east-west across the southern edge of the island. Immediately opposite the island to the south of the new cut is Whitlingham Country Park, a well-used public amenity space and to the north the area covered by the provisional TPO is directly opposite the River Green, an attractive public space. The site is within the Thorpe St Andrew Conservation Area.
- 3.2. The area covered by the provisional TPO is a mixed broad-leaved woodland primarily consisting of willow, ash, alder and silver birch trees. It is considered that the trees have great amenity value, forming a cohesive group and the wooded backdrop to the conservation area and being visible from Whitlingham Country Park, thereby contributing to the landscape character of the wider area.
- 3.3. A section 211 notification (Tree Works application reference BA/2024/0255/TCAA) was submitted by the owner. The proposal was to carry out works to 15 trees, which was

subsequently reduced to 12 trees. The proposed works (primarily pollarding) were considered broadly acceptable. However, in order to ensure that the works were carried out appropriately it was considered necessary to condition the timing of the works. It is not possible to do this under a Section 211 Notice, as the LPA is only able to allow the works to proceed or must TPO the subject trees. Therefore, a TEMPO (Tree Evaluation Method for Preservation Orders) assessment was carried out and the woodland was found to be worthy of a TPO.

- 3.4. On the 15<sup>th</sup> of August 2024 a provisional TPO was served with a condition relating to the timing of the works.
- 3.5. On the 11<sup>th</sup> of September 2024 a letter objecting to the TPO was received from the owner of the site. The grounds of the objection are:
  - That a TPO is unnecessary as the trees are already being effectively managed. They are in the process of establishing a Woodland Management Plan with the aim of increasing native biodiversity, maintaining the health and safety of the trees and preserving the visual amenity of the woodland.
  - They are not sure why the TPO is being presented as the sole way of communication between the BA and the owner, when the trees are already in a conservation area.
- 3.6. The Tree Preservation Order will lapse if it is not confirmed by 15<sup>th</sup> February 2024.
- 3.7. At the Planning Committee meeting on 6 December 2024 members decided that a site visit was not necessary.

## 4. Next steps

- 4.1. The provisional TPO is reported to Planning Committee for their consideration.
- 4.2. The Authority's Arboricultural Consultant considers that the woodland detailed in this report is worthy of a TPO due to the contribution that it makes to the amenity of the Thorpe St Andrew Conservation Area and wider landscape. The TPO will ensure the effective longer-term management of this important wooded area and prevent the gradual erosion of the woodland. The trees also increase resilience to climate change, improve air quality in the area, aid biodiversity and encourage wildlife. Objections have, however, been received from the owner of the site and the following Statement of Case sets out those objections, along with the response from the Arboricultural Consultant.
- 4.3.

No.	Representation	Response
1.	A TPO is unnecessary as the trees are already being effectively	While there is an understanding that a woodland management plan is to be produced, there is no formal arrangement for the management of the

No.	Representation	Response
	<p>managed. They are in the process of creating a Woodland Management Plan with the aim of increasing native biodiversity, maintaining the health and safety of the trees and preserving the visual amenity of the woodland.</p>	<p>trees. Given the importance of the trees/woodland to the visual amenity of the site and surrounding area, it was considered necessary to serve the TPO to allow the management of the woodland as a whole rather than through ad-hoc Section 211 notifications of works to trees within a conservation area. This allows the Broads Authority to enter into discussions where applications are made for tree works and, where necessary, apply conditions to ensure that any approved works are carried out in an appropriate manner.</p>
2.	<p>Perplexed as to why a TPO is being presented as the sole way to provide communication between themselves and the BA when the trees are already in a Conservation Area.</p>	<p>The objector is correct in that the serving of the TPO is not the sole way to provide communication between the applicant and the Broads Authority, but in this case with the size of the area, the numerous moorings and associated 'plots', the TPO does allow the BA to enter into discussions where applications are made for tree works and, where necessary, apply conditions when the proposed works are considered either inappropriate or unnecessary. The present situation, where the trees are protected by virtue of the conservation area only allows the BA to either agree with proposed works or serve a TPO.</p>

4.4. Members should consider this Statement of Case when considering whether to confirm the TPO.

## 5. Recommendation

5.1. It is recommended that the provisional Tree Preservation Order at The Island, Yarmouth Road, Thorpe St Andrews confirmed.

5.2. Documents relating to the TPO are attached to this report.

Author: Kate Knights

Date of report: 09 December 2024

Background papers: TPO (BA/2024/0015/TPO) file

# Appendix 1 – Location map

BA/2024/0015/TPO - The Island, Yarmouth Road, Thorpe St Andrew



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# Planning Committee

10 January 2025

Agenda item number 10

## Loddon and Chedgrave Neighbourhood Plan- Adoption

Report by Planning Policy Officer

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### Purpose

The Loddon and Chedgrave (Chet) Neighbourhood Plan has been examined. The Examiner made some changes to the Plan. The Plan was subject to a referendum on 14 November 2024.

### Recommended decision

To endorse the Chet Neighbourhood Plan and recommend its adoption by the Broads Authority.

---

## 1. Introduction

- 1.1. The submitted Loddon and Chedgrave (Chet) Neighbourhood Plan was approved by the Broads Authority's Planning Committee in December 2023. This was followed by a statutory publication period between 2 February and 15 March 2024, in which the Plan and its supporting documents were available to the public and consultation bodies at [Loddon and Chedgrave Neighbourhood Plan \(southnorfolkandbroadland.gov.uk\)](https://southnorfolkandbroadland.gov.uk).
- 1.2. During the publication period, representations were received from various different organisations/individuals. The representations may be viewed at [Chet NP Consultee Response Summaries \(southnorfolkandbroadland.gov.uk\)](https://southnorfolkandbroadland.gov.uk).
- 1.3. These representations were submitted, along with the Neighbourhood Plan and supporting information, to the independent Examiner, Mr Derek Stebbing. The examination was conducted via written representations during the summer of 2024 (the Examiner deciding that a public hearing would not be required).
- 1.4. Legislation directs that an Examiner considers whether:
  - a) the draft plan meets the [basic conditions of a Neighbourhood Development Plan](#);
  - b) the draft plan complies with the definition of a Neighbourhood Development Plan and the provisions that can be made by such a plan;
  - c) the area for referendum should extend beyond the neighbourhood area; and
  - d) the draft plan is compatible with the Convention rights.

## 2. The Examiner's Report

- 2.1. The [Examiner's Report](#) on the Loddon and Chedgrave (Chet) Neighbourhood Plan concluded that, subject to amendments (as set out in the report), the Plan can proceed to referendum. The Examiner also concluded that the area of the referendum does not need to be extended beyond Loddon and Chedgrave.

## 3. Referendum

- 3.1. The referendum for the [Loddon and Chedgrave \(Chet\) Neighbourhood Plan](#) was held on 14 November 2024 and 85.74% of those who voted supported the Neighbourhood Plan.

## 4. Next steps

- 4.1. If both the Broads Authority and South Norfolk Council make/adopt the Neighbourhood Plan, it becomes part of the Development Plan for the area. The policies have the same weight as Local Plan policies when making decisions.

Author: Natalie Beal

Date of report: 28 November 2024

The following appendix is available to view on [Planning Committee - 10 January 2025 \(broads-authority.gov.uk\)](#)

Appendix 1: Chet Neighbourhood Plan - Adopted version January 2025

# Planning Committee

10 January 2025

Agenda item number 11

## Trowse with Newton Neighbourhood Plan- Adoption

Report by Planning Policy Officer

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### Purpose

The Trowse with Newton Neighbourhood Plan has been examined. The Examiner made some changes to the Plan. The Plan was subject to a referendum on 14 November 2024.

### Recommended decision

To endorse the Trowse with Newton Neighbourhood Plan and recommend its adoption by the Broads Authority.

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## 1. Introduction

- 1.1. The submitted Trowse with Newton Neighbourhood Plan was approved by the Broads Authority's Planning Committee in January 2024. This was followed by a statutory publication period between 9 February and 22 March 2024, in which the Plan and its supporting documents were available to the public and consultation bodies at [Trowse with Newton Neighbourhood Plan \(southnorfolkandbroadland.gov.uk\)](https://southnorfolkandbroadland.gov.uk).
- 1.2. During the publication period, representations were received from various different organisations/individuals. The representations may be viewed via the following [Trowse NP Consultee Response Summaries \(southnorfolkandbroadland.gov.uk\)](https://southnorfolkandbroadland.gov.uk).
- 1.3. These representations were submitted, along with the Neighbourhood Plan and supporting information, to the independent Examiner, Mr Derek Stebbing. The examination was conducted via written representations during summer 2024 (the Examiner deciding that a public hearing would not be required).
- 1.4. Legislation directs that an Examiner considers whether:
  - a) the draft plan meets the [basic conditions of a Neighbourhood Development Plan](#);
  - b) the draft plan complies with the definition of a Neighbourhood Development Plan and the provisions that can be made by such a plan;
  - c) the area for referendum should extend beyond the neighbourhood area; and
  - d) the draft plan is compatible with the Convention rights.



## 2. The Examiner's Report

- 2.1. The [Examiner's Report](#) on the Trowse with Newton Neighbourhood Plan concluded that, subject to amendments (as set out in the report), the Plan can proceed to referendum. The Examiner also concluded that the area of the referendum does not need to be extended beyond Trowse with Newton.

## 3. Referendum

- 3.1. The referendum for the [Trowse with Newton Neighbourhood Plan](#) was held on 14 November 2024 and 94.08% voted in support of the Neighbourhood Plan.

## 4. Next steps

- 4.1. If both the Broads Authority and South Norfolk Council make/adopt the Neighbourhood Plan, it becomes part of the Development Plan for the area. The policies have the same weight as Local Plan policies when making decisions.

Author: Natalie Beal

Date of report: 28 November 2024

The following appendix is available to view on [Planning Committee - 10 January 2025 \(broads-authority.gov.uk\)](#)

Appendix 1: Trowse with Newton Neighbourhood Plan - Adopted version

# Planning Committee

10 January 2025

Agenda item number 12

## 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: 18 December 2024

Appendix 1 – Planning Policy consultations received

# Appendix 1 – Planning Policy consultations received

## Great Yarmouth Borough Council

**Document:** Regulation 19 Local Plan: [Great Yarmouth Pre-Submission Local Plan \(localplan.great-yarmouth.gov.uk\)](http://localplan.great-yarmouth.gov.uk)

**Due date:** 31 January 2025

**Status:** Regulation 19

**Proposed level:** Planning Committee endorsed

### Notes

This is the last stage of Local Plan production. The Borough Council will then submit the Local Plan for examination.

### Proposed response

#### Summary of response

Some comments are not soundness issues; just minor comments to be considered. But there are soundness issues for some policies as they do not adequately refer to the potential for development to impact the Broads.

#### Minor comments – not soundness

These comments are observations and suggestions. Some relate to missing words others are minor in nature but could result in improvements to the plan.

3.4 says ‘Site specific policies and policies in the housing section of this plan aim to help meet these specialist needs’

4.49 – a minor comment – could there be scope for a viewpoint towards Breydon Water from the waterfront, at the apex of the curved water frontage?

8.4 – some of these sites may be immune to planning enforcement. There is work ongoing regarding this. We will keep you updated.

Policy RUR1 – on a couple of occasions in the policy, it refers to ‘in accordance with the above proportion’. Not sure what the phrase in this context actually means.

Policy RUR2 - D – the policy refers to schemes in the countryside, but D refers to a village. 6.236 then refers to rural settlements. Need to be consistent with terminology.

RUR6 – recommend mention lighting in there as often equestrian development is on the edge of settlements and often has lighting included.

NAT 7 – our LCA and LSS are being updated. They should be in place before this Local Plan is adopted – you will need to check their status so reference can be correct.

#### Soundness concerns

We welcome the wording in these policies:

- RUR6 Equestrian development: the scale of development is appropriate to the setting of the area, particularly where the setting of the Broads is relevant;
- TCL2 New Tourist Accommodation: reflect the character of the landscape and local rural setting, including, where relevant, the setting of the Broads, being well-screened to protect the sensitive setting of the landscape.
- TCL3 New Tourist Attractions outside of Development Limits and existing tourist areas: are sympathetic to the surrounding landscape, including the setting of the Broads;
- CLC4 Renewable and Low-Carbon Energy Development: The character and sensitivity of the surrounding landscape, including the setting of the Broads, and designated landscape features;

However, we request such wording is included in these policies as well;

- RUR2 Self-Build Residential Development in the Countryside – this policy will allow small scale residential development outside of development limits which could impact on the Broads and its setting.
- RUR3 Conversion of rural buildings to residential uses – this policy will allow small scale residential development outside of development limits which could impact on the Broads and its setting.
- RUR4 Rural worker dwellings – this policy will allow dwellings outside of development boundaries and away from built up areas, like TCL3. So similar wording to TCL3 relating to setting of the Broads is required.
- RUR5 Farm Diversification – this policy could allow new development in rural areas, away from built up areas like TCL3. So similar wording to TCL3 relating to setting of the Broads is required.
- HOU3 Affordable Housing Exception Site – this policy will allow residential development outside of development limits which could impact on the Broads and its setting.
- HOU5 Housing for Older People – this policy will allow residential development outside of development limits which could impact on the Broads and its setting.
- EMP1 New employment development – this policy could allow employment uses outside of development limits which could impact on the Broads and its setting.
- EMP2 Protected Employment Sites – some of these sites are near to or next to the Broads and development could impact on the Broads and its setting.
- EMP3 Digital Infrastructure – this policy will allow telecommunications infrastructure to be built. Such infrastructure could affect the Broads and its setting. So again, similar wording to TCL3 is required and consideration of the Broads LCA.
- HEC4 Community Facilities – this policy will allow community facilities outside of development limits and development could impact on the Broads and its setting.
- TCL1 Existing Holiday Parks – some of these are up to the boundary of the Broads and changes could impact on the setting of the Broads.
- DHE6 Advertisements – some signs could be illuminated, or their design could impact on the landscape.

How these concerns can be addressed:

- RUR2 Self-Build Residential Development in the Countryside: a new criterion that says: **proposals are sited and designed to minimise any unacceptable impact on the character**

**and sensitivity of the surrounding landscape, including the setting of the Broads, and designated landscape features,**

- RUR3 Conversion of rural buildings to residential uses: a new criterion that says: **Proposals will be designed to be appropriate to the setting of the area, particularly where the setting of the Broads is relevant**
- RUR4 Rural worker dwellings: a new part f that says ‘are sympathetic to the surrounding landscape, including the setting of the Broads’
- RUR5 Farm Diversification: h could be expanded to say ‘the scale and nature of the development is not intrusive to the surrounding landscape **and are sympathetic to the surrounding landscape, including the setting of the Broads’**
- HOU3 Affordable Housing Exception Site: amend this paragraph of the policy: ‘All exception site proposals must demonstrate that the scheme’s impact on the surrounding landscape and character, visual impact, overall footprint and intensity of the use is **appropriate to the setting of the area, particularly where the setting of the Broads is relevant and is** considered proportionate to the existing settlement’
- HOU5 Housing for Older People: amend i) as follows: ‘It is of a scale, height and design that appropriately accommodates its relationship to surrounding land uses and landscape, **including the setting of the Broads,** particularly where located at edges of settlements’.
- EMP1 New employment development: amend b) as follows: ‘its scale is rural in character and sensitive to surroundings, **including the setting of the Broads,** and well-related to existing settlements’;
- EMP2 Protected Employment Sites: add a new criterion that says: **Proposals will be designed to be appropriate to the setting of the area, particularly where the setting of the Broads is relevant’**
- EMP3 Digital Infrastructure: amend a) as follows: ‘The installation and any associated apparatus is sited and designed to minimise any unacceptable impact on visual and residential amenity, highway safety, the historic environment, and the **character and appearance** of the area where it would be sited **and the character and sensitivity of the immediate and surrounding landscape, including the setting of the Broads, and designated landscape features,** including through the use of innovative design and construction and/or sympathetic camouflaging and landscaping’
- HEC4 Community Facilities; amend first paragraph of policy: ‘Proposals for new community services and facilities will be permitted within and outside of Development Limits, if the proposal meets the needs of the local community, is of a proportionate scale, is well related to the settlement which it will serve and would not adversely affect existing facilities that are more easily accessible and available to the local community. **Proposals will be designed to be appropriate to the setting of the area, particularly where the setting of the Broads is relevant’**
- TCL1 Existing Holiday Parks: add another paragraph under the bulleted criteria that says **‘Proposals will be designed to be appropriate to the setting of the area, particularly where the setting of the Broads is relevant’**
- DHE6 Advertisements: amend first part of the policy as follows: ‘In assessing advertisement proposals in terms of amenity, regard will be given to the local characteristics of the area in terms of potential impact on the scenic, historic, architectural, landscape or cultural setting, and whether it is in scale and in keeping with these features, **including protected landscapes and their setting’.**

### **Burth Castle policies – soundness objection**

The supporting text highlights the need for a sensitive design approach in relation to the Broads area to the north and west, with mention of unsuitable boundary treatments and the need for screening. I am pleased to see that a landscape strategy would be required in accordance with the site-specific policy. There is however no mention of the potential need to assess the visibility of the site, and the landscape strategy should be informed by a landscape and visual appraisal. This would be necessary to inform potential building heights and limit them if necessary, on the more sensitive areas of the site. This would also be an opportunity to identify and mitigate any visibility from the sensitive Burgh Castle ruins site.

### **Martham policies – soundness objection**

The need for a sensitive design approach is highlighted, and a landscape strategy is required which provides retention of existing valuable features and inclusion of new screening. However, there is no mention of any landscape and visual appraisal informing this landscape strategy. This would be the only way of determining important views towards and potentially out of the site to help inform which parts of these site have more capacity to accommodate greater height etc and which might need to be kept more open. This would also help inform where the open spaces would be best located.

### **Fleggburgh – soundness objection**

There is no way of determining how visible the site is from the Broads without a suitable appraisal being carried out, which should inform appropriate measures to either screen or transition from the settlement edge to rural countryside.

### **Soundness test**

Effective – the impact of development on the Broads and its setting, which is of equivalent status to a National Park, is a cross-boundary issue.

It should be noted that the Levelling Up and Regeneration Act, which received Royal Assent on 26 October 2023, amended Section 17A of the Norfolk and Suffolk Broads Act 1988. Section 17A which creates a general duty of public bodies, and this was amended to replace ‘shall have regard to’ with ‘must seek to further’ as follows:

- (1) In exercising or performing any functions in relation to, or so as to affect, land in the Broads, a relevant authority ~~shall have regard to~~ **must seek to further** the purposes of—
  - (a) conserving and enhancing the natural beauty, wildlife and cultural heritage of the Broads;
  - (b) promoting opportunities for the understanding and enjoyment of the special qualities of the Broads by the public; and ] 2
  - (c) protecting the interests of navigation.

The special qualities are listed here in the Broads Plan: [Introduction](#).

# Planning Committee

10 January 2025

Agenda item number 13

## Neighbourhood Planning- Approval process

Report by Planning Policy Officer

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### Summary

To streamline the decision-making process for Neighbourhood Plans, and consequently introduce a cost saving, it is proposed to update the approval processes by delegating some stages of Neighbourhood Planning to officers.

### Recommendation

To recommend to the Broads Authority:

- i. To endorse the proposed changes in the approval process for decision making for Neighbourhood Plans; and
  - ii. To approve the consequential amendments to the Scheme of Powers delegated to the Chief Executive and other officers and the Terms of Reference for the Planning Committee.
- 

## 1. Introduction

- 1.1. There are various stages in producing Neighbourhood Plans. Currently, many stages come to the Planning Committee for endorsement. [The Terms of Reference](#) for the Planning Committee state at section 2(8) – page 10:

To consider and confirm Neighbourhood Area Plans and the designation of “neighbourhood areas” and to make recommendations to the Authority for their adoption.

## 2. The proposals

- 2.1. Following research into what our district councils do in terms of decision making, it is proposed that some decisions relating to Neighbourhood Planning are delegated to officers. The table below shows the current situation, suggests amendments to some stages and gives reasons. Ultimately, the proposed changes will streamline the decision making by the Broads Authority, but still ensure adequate and robust oversight of the process.

<b>Neighbourhood Plan Stage</b>	<b>Current process</b>	<b>Proposed Process</b>	<b>Reason</b>
Agreeing the Neighbourhood Area	Taken to Planning Committee to endorse	Delegate to Director of Strategic Services or Head of Planning. Send an email to all Planning Committee members to notify them.	Members are then aware of plans being produced. This does not slow anything down as groups can continue to produce the Plan.
Regulation 14 consultation	Notified by Neighbourhood Planning Group as a consultee	No change.	
Regulation 14 comments	Endorsed by Planning Committee	No change.	Does not slow anything down as there is a set consultation period.
Approving Regulation 16 consultation	Endorsed by Planning Committee	Delegate to Director of Strategic Services or Head of Planning.	Enables the process to be sped up. Similar to what our districts do.
Regulation 16 comments	Endorsed by Planning Committee	No change.	Does not slow anything down as there is a set consultation period.
Submitting to Examiner	District Council leads on this	No change.	
Choosing Examiner	Officers work with District Council and Neighbourhood Planning Group to choose.	Delegate to Planning Policy Officer to liaise with District Council and Neighbourhood Planning Group to choose.	Clarify which officer is responsible
Agreeing referendum	Endorsed by Planning Committee	Delegate to Director of Strategic Services or Head of Planning.	Enables the process to be sped up. Similar to what our districts do.
Making/adopting the final plan	To Planning Committee and then Broads Authority.	No change.	The plan is technically adopted/made if it passes referendum anyway. Similar to what our districts do.



### 3. Other action required

- 3.1. The proposed changes to the approval process will require amendments to both the Scheme of Powers delegated to the Chief Executive and other officers and the Terms of Reference for the Planning Committee. Both these documents will need to be approved by the Broads Authority and a report will be presented to the January 2025 meeting with the suggested revised wording.

Author: Natalie Beal

Date of report: 06 December 2024

# Planning Committee

10 January 2025

Agenda item number 14

## Local Plan- Preparing the publication version

Report by Planning Policy Officer

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### Summary

The report introduces three pieces of evidence for the Local Plan.

### Recommendation

To endorse as evidence for the Local Plan for the Broads:

- i. the Fine Particulate Matter (PM2.5) Targets Topic Paper;
  - ii. the Gypsy and Traveller need – rest of the Broads; and
  - iii. the Development Boundaries Topic Paper – update.
- 

## 1. Introduction

- 1.1. This report introduces three pieces of evidence for the Local Plan: the PM2.5 Topic Paper; Gypsy and Traveller need check – rest of the Broads and the Development Boundaries Topic Paper – update.

## 2. PM2.5 Topic Paper

- 2.1. In mid-November 2024, the Government released interim guidance relating to the impact of development and particulate matter 2.5 microns. A Topic Paper (Appendix 1) has been produced as a way of assessing relevant policies in the Local Plan. Some minor amendments are proposed to the Local Plan.

## 3. Gypsy and Traveller check – rest of the Broads

- 3.1. Members will be aware that a study looking into the need for Gypsy and Travellers' sites in Great Yarmouth was produced and endorsed at the November Planning Committee. This work assessed data received from the other five districts and concludes there is no need for Gypsy and Traveller sites in the rest of the Broads Area (Appendix 2).

## 4. Development Boundaries Topic Paper update

- 4.1. The Development Boundaries Topic Paper (Appendix 3) has been updated to clarify that we will not be asking a question about having a development boundary in the part of Filby that is in the Broads in the Regulation 19 Local Plan. The boundary itself has been amended to remove an area of gardens as it is considered that the long gardens are characteristic of the area.

Author: Natalie Beal

Date of report: 09 December 2024

Appendix 1 – [Fine Particulate Matter \(PM2.5\) targets topic paper](#)

Appendix 2 – [Broads Authority GTAA Review December 2024](#)

Appendix 3 – [Development Boundaries Topic Paper – update](#)

# Fine Particulate Matter (PM2.5) targets and the Local Plan for the Broads

November 2024

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## 1: Introduction

This Topic Paper addresses the requirement set by Government to demonstrate how Fine Particulate Matter (PM<sub>2.5</sub>) targets have been considered in planning applications and decisions and Local Plans.

## 2: What is PM<sub>2.5</sub>?

The following information is taken from [Particulate matter \(PM<sub>10</sub>/PM<sub>2.5</sub>\) - GOV.UK](#).

Particulate matter (PM) is everything in the air that is not a gas. It consists of a huge variety of chemical compounds and materials, some of which can be toxic. Due to the small size of many of the particles that form PM some of these toxins may enter the bloodstream and be transported around the body, lodging in the heart, brain and other organs. Therefore, exposure to PM can result in serious impacts to health, especially in vulnerable groups of people such as the young, elderly, and those with respiratory problems. As a result, particulates are classified according to size. The UK is currently focused on measuring the fractions of PM where particles are less than 10 micrometres in diameter (PM<sub>10</sub>) and less than 2.5 micrometres in diameter (PM<sub>2.5</sub>) based on the latest evidence on the effects of PM to health.

Fine PM (PM<sub>2.5</sub>) and the precursor pollutants (that can form secondary PM) can travel large distances in the atmosphere. A proportion of the concentrations of PM that people in the UK are exposed to come from naturally occurring sources such as pollen and sea spray and some is transported to the UK from other European countries or international shipping. However, around half of UK concentrations of PM comes from anthropogenic sources in the UK such as domestic wood burning and tyre and brake wear from vehicles.

In terms of trends:

- **Urban background PM<sub>2.5</sub> pollution has generally decreased despite a period of little change between 2015 and 2019**
- **Roadside PM<sub>2.5</sub> pollution has generally decreased despite a period of little change between 2015 and 2019.**

In terms of the sources of PM<sub>2.5</sub>, DEFRA ([FAQ 141 - Sources and Effects of PM<sub>2.5</sub> | LAQM](#)) say the following.

*'Human-made sources of PM<sub>2.5</sub> are greater than natural sources, which make only a small contribution to the total concentration. Within UK towns and cities, emissions of PM<sub>2.5</sub> from road vehicles are an important source. Consequently, levels of PM<sub>2.5</sub> (and population exposure) close to roadsides are often much higher than those in background locations. In some places, industrial emissions can also be important, as can the use of non-smokeless fuels for heating and other domestic sources of smoke such as bonfires. Under some meteorological conditions, air polluted with PM<sub>2.5</sub> from the continent may circulate over the*

*UK – a condition known as the long range transportation of air pollution. Long range transport, together with pollution from local sources, can result in short term episodes of high pollution which might have an impact on the health on those sensitive to high pollution.*

*In addition to these direct (i.e. primary) emissions of particles, PM<sub>2.5</sub> can also be formed from the chemical reactions of gases such as sulphur dioxide (SO<sub>2</sub>) and nitrogen oxides (NO<sub>x</sub>: nitric oxide, NO plus nitrogen dioxide, NO<sub>2</sub>); these are called secondary particles. Measures to reduce the emissions of these precursor gases are therefore often beneficial in reducing overall levels of PM<sub>2.5</sub>.*

*Primary emissions of PM, the formation of secondary PM within the UK and long range transport of pollution from outside the UK all contribute to regional PM levels across the UK. Local primary emissions are also important in urban areas’.*

### 3: PM2.5 Targets: Interim Planning Guidance

In November 2024, the Government released [Interim Planning Guidance on the consideration of the Environment Act PM2.5 targets in planning decisions](#). The guidance says ‘Planning Authorities are encouraged to consider the cumulative impact of development both in developing their Local Plan and when making decisions on a case-by-case basis. Whilst contributions from individual developments may be small, cumulatively they can lead to an increase in regional exposure, and so will have public health impacts and affect progress towards the targets’.

The following questions are included in the guidance and are designed to be used as prompts to support the interim process:

#### **1. How has exposure to PM2.5 been considered when selecting the development site?**

*Applicants are advised to consider the following in their application:*

- Site proximity to people (particularly large populations and/or vulnerable groups, e.g. schools, hospitals, care homes, areas of deprivation) and the impact of the development on these,
- Site proximity to pollution sources and the impact of these on users of the development,
- Exposure and emissions during both construction and in-use.

#### **2. What actions and/or mitigations have been considered to reduce PM2.5 exposure for development users and nearby receptors (houses, hospitals, schools etc.) and to reduce emissions of PM2.5 and its precursors?**

*Applicants are advised to explain (with evidence where possible) why each measure was implemented. Or, if no mitigation measures have been implemented, why this was not proposed. Actions can refer to, but are not limited to, the following:*

- Site layout,

- The development's design,
- Technology used in the construction or installed for use in the development,
- Construction and future use of the development.

## 4: PM2.5 and the Local Plan for the Broads

Taking into account the prompt questions set out in the guidance, which relate to the impact on human health, the following types of policies have been scoped into consideration in this Topic Paper:

- Allocations for residential dwellings
- Allocations for residential moorings
- Site specific policies relating to employment areas
- Some of the development management policies

The following table uses the prompts that are set out in section 3 above and assesses the relevant policies of the Local Plan for the Broads.



Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
Policy PUBDM3: Pollution and Hazards in development and protecting environmental quality	All development proposals will protect the quality of the environment.	This is not a site-specific policy.							This policy addresses air pollution already so is relevant to the PM2.5 guidance. It could refer to PM2.5 in the supporting text.	Refer to PM2.5 in the supporting text.	
Policy PUBDM20: Energy demand and performance of new buildings (including extensions)	The expected energy use of buildings must be as low as possible.	This is not a site-specific policy.							This policy will generally be positive in aiming to reduce PM2.5 as it seeks low energy use of buildings.	None.	
Policy PUBDM27: Amenity	Protecting the amenity of both the future occupiers of new development and the occupiers of existing developments	This is not a site-specific policy.							The policy already refers to airborne pollutants. Reference to PM2.5 could be made in the	Refer to PM2.5 in the supporting text.	

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
	is vital for the sustainability of communities in the Broads.									supporting text.	
Policy PUBSP8: Accessibility and Transport	Development will be well located and designed to maximise the use of sustainable forms of transport appropriate to its particular location. All new development is required to address the transport implications of that development. Development proposals need to contribute towards an efficient and safe transport network that	This is not a site-specific policy.								The policy is generally positive in relation to aiming to reduce PM2.5 as it seeks the use of sustainable modes of travel.	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
	offers a range of transport choices for the movement of people and goods.										
Policy PUBDM29: Transport, highways and access	Requires assessment of development on the highway and seeks sustainable modes of transport.	This is not a site-specific policy.								The policy is generally positive in aiming to reduce PM2.5 as it seeks sustainable modes of transport. Reference to PM2.5 in the supporting text would be useful.	Refer to PM2.5 in the supporting text.
Policy PUBDM31: New employment development	Sets criteria that new employment development needs to meet.	This is not a site-specific policy.								The policy already refers to airborne emissions and locational criteria that seek less	Refer to PM2.5 in the supporting text.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
										motor vehicle usage. Reference to PM2.5 in the supporting text would be useful.	
Policy PUBSP12: Sustainable tourism and Policy PUBDM36: Sustainable tourism and recreation development	Sets criteria that new tourism development needs to meet.			This is not a site-specific policy.						The policy already refers to locational criteria that seek less motor vehicle usage. Reference to PM2.5 in the supporting text would be useful.	Refer to PM2.5 in the supporting text.
Policy PUBDM44: Residential development within defined Development Boundaries	Directs development to areas with access to key services.	Transport, construction.	The development boundaries are in towns.	No known pollution sources in the settlements. The amenity policy (PUBDM27) will guide what is acceptable,	Development boundaries relate mainly to residential houses and moorings, but also employment	Not known. Policies in the Local Plan will influence this.	Not known. Policies in the Local Plan will influence this.	Not known at this stage.	Development boundaries relate mainly to residential houses and moorings, but also employment	Generally, this is positive in relation to aiming to reduce PM2.5 because residential development	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
				reflecting the proposal and location of any scheme or proposal.	and tourism uses.				and tourism uses.	is directed to areas with access to key services by a variety of modes of transport.	
Policy PUBPS16: Strategic Design Policy and Policy PUBDM52: Design	Seeks well-designed places. All development will be expected to be of a high design quality.	These are not site-specific policies.								Generally, these policies will be positive in aiming to reduce PM2.5 because they seek permeability for sustainable transport modes and refer to construction waste	None.
Policy PUBDM53: Source of heating	The policy sets out a preferred method of heating hierarchy in respect of	This is not a site-specific policy.								Generally, this policy will be positive in aiming to reduce	Refer to PM2.5 in the supporting text as further

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies	
	source of heating. Replacement buildings are required to improve their method of heating in line with the hierarchy. New buildings are required to be ready for other heating technologies.									PM2.5 as it refers to heating source and seeks schemes that do not use oil. Reference to PM2.5 in the supporting text would be useful.	justification for this policy.	
Policy PUBDM59: Designing places for healthy lives	Development proposals that support healthy choices, healthy behaviours and reduce health inequalities will be supported.	This is not a site-specific policy.									The small sites and large sites checklist already refers to dust associated with construction and active travel modes.	None.
Policy PUBBRU2: Riverside Estate Boatyards, etc., including land	Guides development at the boatyards.	Industrial, construction, transport.	The site is not a new site; it is existing. Not aware of any	No known pollution sources nearby.	Not known at this stage. The Local Plan and other relevant	Not known at this stage. The Local Plan and	Not known at this stage. The Local Plan and other relevant	Not known at this stage. The Local Plan and other relevant	Policy does not propose development, it seeks to guide	Policy does not allocate a specific use for the site,	None.	

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
adjacent to railway line			vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.		guidance will influence any future proposals.	other relevant guidance will influence any future proposals.	guidance will influence any future proposals.	guidance will influence any future proposals.	any development proposals put forward. As such, the construction and future use of any proposals on site are not known. That being said, the site will likely continue as boatyard use.	but guides what is acceptable. Other general development management policies referred to earlier in this table will apply.	
Policy PUBBRU6: Brundall Gardens	Residential mooring allocation.	Transport.	The site is not a new site; it is existing. Not aware of any vulnerable groups nearby. Few nearby residents The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any	No known pollution sources nearby.	Limited, if any, construction as the moorings are in place already. In use would be transport and travel associated with living at the moorings.	Residential moorings would replace existing moorings, no new moorings expected.	Residential moorings would replace existing moorings, no new moorings expected.	Residential moorings would replace existing moorings, no new moorings expected.	Limited construction work expected as existing moorings would be used for residential boats. Travel and transport to and from the site. The site is next to a train station and walking distance to key	Limited construction. Other general development management policies referred to earlier in this table will apply.	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
			scheme or proposal.						services within the town.		
Policy PUBCAN1: Cantley Sugar Factory	Guides development at this industrial site.	Industrial, construction transport.	On the edge of Cantley which is a small village. Not aware of any vulnerable groups nearby.	The processes on site and related traffic are likely to mean this site is classed as a source of pollution.	The processes on site and related traffic may class this site as a source of pollution.	This is an existing site and new proposals will fit within the constraints on site.	This is an existing site that is industrial in nature.	The site produces sugar and there are technical processes associated with that.	Policy does not propose development, it seeks to guide any development proposals put forward. The construction and future use of any proposals on site are not known, it is likely that the site will continue as a factory that produces sugar.	This is an existing site that has technical processes associated with sugar production. It does emit pollution and there will be associated guidance and regulations for the technology used on site that sit outside of planning. Other development management policies referred to earlier in this table will apply.	Refer to PM2.5 in the supporting text as further justification for this policy.



Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
Policy PUBCHE1: Greenway Marine residential moorings	Residential mooring allocation.	Transport.	The site is not a new site, it is existing. Not aware of any vulnerable groups nearby. Few nearby residents. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Limited, if any construction as the moorings are in place already.  In use would be transport and travel associated with living at the moorings.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings, so no new moorings expected.	Limited construction work expected as existing moorings would be used for residential boats.  Travel and transport to and from the site. The site is next to a train station and walking distance to key services within the town.	Limited construction. Other general development management policies referred to earlier in this table will apply.	None.
Policy PUBGIL1 Gillingham residential moorings (H. E. Hipperson's Boatyard)	Residential mooring allocation.	Transport.	The site is not a new site, it is existing. Not aware of any vulnerable groups nearby. Few nearby residents. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the	No known pollution sources nearby.	Limited, if any construction as the moorings are in place already.  In use so would be transport and travel associated with living at the moorings.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings, so no new moorings expected.	Limited construction work expected as existing moorings would be used for residential boats.  Travel and transport to and from the site. The site is next to a train station	Limited construction. Other general development management policies referred to earlier in this table will apply.	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
			proposal and location of any scheme or proposal.						and walking distance to key services within the town.		
Policy PUBGTY1: Marina Quays (Port of Yarmouth Marina)	Mixed use allocation.	Transport, construction.	Few nearby residents. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Uses could include residential and water related uses. In terms of travel and transport, site is near to a railway station and bus route.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Could include residential and water related uses. In terms of travel and transport, site is near to a railway station and bus route.	Policy does not allocate a specific use for the site, but guides what can happen. Other general development management policies referred to earlier in this table will apply.	None.
Policy PUBHOR6: Horning - Boatyards, etc. at Ferry Road. and Ferry View Road	Guides development at the boatyards.	Industrial, construction transport.	The site is not a new site, it is existing. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is	No known pollution sources nearby.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Policy does not propose development. Policy seeks to guide any development proposals put forward. The construction and future use of	Policy does not allocate a specific use for the site, but guides what can happen. Other general development	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
			acceptable, reflecting the proposal and location of any scheme or proposal.			any future proposals.			any proposals on site are not known. That being said, the site will likely continue as boatyard use.	management policies referred to earlier in this table will apply.	
Policy PUBHOV3: Brownfield land off Station Road, Hoveton	Mixed use allocation.	Industrial, construction transport.	Within a town. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Uses could include residential, holiday and town centre uses given its location. In terms of travel and transport, site is near to a railway station and bus route.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Could include residential, holiday and town centre uses given its location. In terms of travel and transport, site is near to a railway station and bus route.	Policy does not allocate a specific use for the site, but guides what can happen. Other general development management policies referred to earlier in this table will apply.	None.
Policy PUBNOR1: Utilities Site	Mixed use allocation.	Industrial, construction transport.	On the edge of a city. Not aware of any vulnerable groups nearby. The amenity policy	No known pollution sources nearby. Site is near a train depot, but that is not necessarily a	Uses could include residential and employment.	Not known at this stage. The Local Plan and other relevant guidance will	Not known at this stage. The Local Plan and other relevant guidance will	Not known at this stage. The Local Plan and other relevant guidance will influence any	Uses could include residential and employment.	Policy does not allocate a specific use for the site, but guides what can happen.	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
			(PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	pollution source.		influence any future proposals.	influence any future proposals.	future proposals.		Other general development management policies referred to earlier in this table will apply.	
Policy PUBORM1: Ormesby waterworks	Guides development at the waterworks.	Industrial, construction transport.	Few nearby residents. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Proposals would be associated with water supply for the local population.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Continued use of waterworks. The details of future projects is not known at this stage. The policy generally guides future development.	Policy does not allocate a specific use for the site, but guides what can happen. Other gnereal development management policies referred to earlier in this table will apply.	None.
Policy PUBOUL2: Oulton Broad - Former	Mixed use allocation.	Transport, construction.	This is within a Town. Not aware of any vulnerable groups nearby.	No known pollution sources nearby.	Uses could include residential and employment.	Not known at this stage. The Local Plan and other	Not known at this stage. The Local Plan and other relevant guidance will	Not known at this stage. The Local Plan and other relevant guidance will	Uses could include residential and employment.	Policy does not allocate a specific use for the site, but guides	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and in use.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
Pegasus/Hamptons Site			Residential uses are next to the site. There are key services within walking distance which could be accessed by means other than motor vehicle.			relevant guidance will influence any future proposals.	influence any future proposals.	influence any future proposals.		what can happen. Other general development management policies referred to earlier in this table will apply.	
Policy PUBSOM1: Somerleyton Marina Residential Moorings	Residential mooring allocation.	Transport.	The site is not a new site; it is an existing site. Not aware of any vulnerable groups nearby. Few nearby residents. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Limited, if any construction as the moorings are in place already. In use so would be transport and travel associated with living at the moorings.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Limited construction work expected as existing moorings would be used for residential boats. Travel and transport to and from the site. The site is next to a train station and walking distance to key services within the town.	Limited construction. Other general development management policies referred to earlier in this table will apply.	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
Policy PUBSTA1: Land at Stalham Staithe (Richardson's Boatyard)	Guides development at the boatyard. Residential mooring allocation.	Industrial, construction transport.	The site is not a new site; it is an existing site. Not aware of any vulnerable groups nearby. Few nearby residents. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Limited, if any construction as the moorings are in place already. In use would be transport and travel associated with living at the moorings. In terms of boatyard uses, not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Residential moorings would replace existing moorings. So no new moorings expected. In terms of boatyard uses, not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Residential moorings would replace existing moorings. So no new moorings expected. In terms of boatyard uses, not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Residential moorings would replace existing moorings. So no new moorings expected. In terms of boatyard uses, not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Limited construction work expected as existing moorings would be used for residential boats. Travel and transport to and from the site. The sites is next to a train station and walking distanc to key services within the town. The site will likely continue as boatyard use.	Limited construction. Other general development management policies referred to earlier in this table will apply. In terms of boatyard use, policy does not allocate a specific use for the site, but guides what can happen.	None.
Policy PUBTSA3: Griffin Lane – boatyards and industrial area	Guides development at the boaryards.	Industrial, construction transport.	The site is not a new site; it is an existing site. Not aware of any vulnerable groups nearby. The amenity policy	No known pollution sources nearby.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Policy does not propose development. Policy seeks to guide any development proposals put forward. As	Policy does not allocate a specific use for the site, but guides what can happen. Other	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
			(PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.			any future proposals.			such, the construction and future use of any proposals on site are not known. The site will likely continue as boatyard use.	general development management policies referred to earlier in this table will apply.	
Policy PUBTHU1: Tourism development at Hedera House, Thurne	Residential and holiday dwellings allocation.	Transport, construction.	Some nearby residents, but Thurne is a small village. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Residential land use.	The site has planning permission. It will be for promoters to design scheme according to the site and any constraints on site.	The site has planning permission. It will be for promoters to design scheme according to the site and any constraints on site.	The site has planning permission. It will be for promoters to design scheme according to the site and any constraints on site.	Development will be housing with construction and travel and transport associated with housing use.	Other general development management policies referred to earlier in this table will apply.	None.
Policy PUBSSA47: Road schemes on	Seeks to guide roads schemes on the A47.	Industrial, construction transport.	Few residential properties nearby. Users are in motor	No known pollution sources nearby.	In terms of construction, would expect National	Layout to be determined, although there will be	Design to be determined, although there will be national	For National Highways to determine.	For National Highways to determine.	The policy does not propose road schemes, but	Refer to PM2.5 in policy and

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
the Acle Straight (A47T)			vehicles. Not aware of any vulnerable groups nearby.		Highways to address PM2.5 emissions.  In terms of use, this is a road that exists and passes through the Broads and will have motor vehicles using it.	national guidance for road schemes.	guidance for road schemes.		In terms of use, this is a road that exists and passes through the Broads and will have motor vehicles using it.	seeks to guide any schemes that come forward. There will be guidance and standards for the design of roads, but the policy could refer to PM2.5.	supporting text.



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04/12/2024

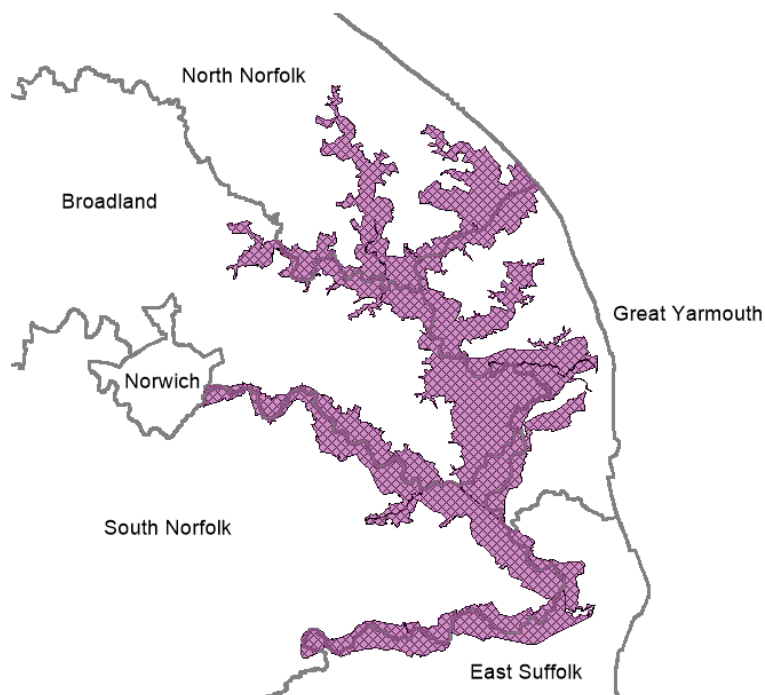
Dear Natalie

## **Broads Authority GTAA Review December 2024**

In response to the request from The Broads Authority for Opinion Research Services (ORS) to review the current situation regarding need for Gypsy and Traveller accommodation I can provide the following summary.

The Broads Authority is made up of parts of the following local authorities as shown in the map below:

- Broadland and South Norfolk.
- East Suffolk.
- Great Yarmouth.
- North Norfolk.
- Norwich.



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ORS have completed a comprehensive review of the current provision for Gypsies, Travellers, and Travelling Showpeople for the parts of each of these local authorities that fall within the Broads Authority. This has included a review of existing sites and yards, as well as records of unauthorised encampments since 2017. The outcomes are set out below.

### **Broadland and South Norfolk**

- There are no Gypsy and Traveller sites or Travelling Showpeople yards in the areas that make up The Broads Authority.
- There is one small public transit site with 5 pitches called Costessey Stopping Place.
- There have been two small encampments recorded since 2017 - both in 2021. These were both short-term and transient in nature.
- In conclusion, there is no current or future need for Gypsy and Traveller pitches or Travelling Showpeople plots, and no need for any additional transit provision as there is already a public transit site.

### **East Suffolk**

- There are no Gypsy and Traveller sites or Travelling Showpeople yards in the areas that make up The Broads Authority.
- There is no public transit provision.
- There have been 3 small encampments recorded since 2017 all of which were short-term and transient. One in 2017 (6 caravans for 6 days), one in 2018 (4 caravans for 5 days), and one in 2021 (4 caravans for 4 days).
- In conclusion, there is no current or future need for Gypsy and Traveller pitches or Travelling Showpeople plots, and no need for any transit provision given that the small number of recorded encampments were short-term and transient. Where unauthorised encampments are identified in Suffolk, the relevant Protocol for the Management of Unauthorised Encampments is applied.

### **Great Yarmouth**

- A Gypsy and Traveller Accommodation Assessment (GTAA) was completed by ORS in 2024 that covered Great Yarmouth and the areas of Great Yarmouth that fall within The Boards Authority. The GTAA was published in September 2024.
- The GTAA identified a total of 9 small unauthorised sites within the areas of Great Yarmouth that make up The Broads Authority. These were located at Cobholm Island.
- For the full period covered by the GTAA to 2041/42 the total need identified for households that met the 2023 PPTS planning definition of a Traveller is for 24 pitches, and the 5-year need is for 20 pitches.
- For the full period covered by the GTAA to 2041/42 the total need identified for households that did not meet the 2023 PPTS planning definition of a Traveller is for 2 pitches, both of which are included in the 5-year need.
- There have been a small number of encampments but as there are public transit pitches available there was no recommendation for any additional transit provision.

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## North Norfolk

- There are no Gypsy and Traveller sites or Travelling Showpeople yards in the areas that make up The Broads Authority.
- There was one short term encampment recorded in 2022 comprising a single caravan.
- There is one public transit site with 9 pitches located at Holt Road, Cromer.
- In conclusion, there is no current or future need for Gypsy and Traveller pitches or Travelling Showpeople plots, and no need for any additional transit provision, given that there is already a public transit site.

## Norwich

- There are no Gypsy and Traveller sites or Travelling Showpeople yards in the areas that make up The Broads Authority.
- There are no public transit sites.
- There have been no recorded encampments since 2017.
- In conclusion, there is no current or future need for Gypsy and Traveller pitches or Travelling Showpeople plots, and no need for any additional transit provision, given that there is public transit provision in other local authorities in Norfolk.

## PPTS 2023

Changes were made to the planning definition of a Traveller in the PPTS in December 2023. These changes were made in response to the Lisa Smith Court of Appeal Judgement that was handed down in October 2022.

The implications of these changes are that households who have ceased to travel permanently now fall back under the 2023 PPTS planning definition of a Traveller.

My professional views on the implications of the changes that were made to the PPTS in 2023 in relation to GTAA's are as follows:

- As a result of the Lisa Smith Judgement the PPTS was updated in December 2023 to revert back to the 2012 PPTS planning definition of a Traveller (now referred to as the 2023 PPTS) by reintroducing those who have ceased to travel permanently due to education, ill health, or old age into the definition.
- When the 2012 definition was issued the alternative planning definition in the 2004 Housing Act was also in place (now revoked by the Housing and Planning Act in 2016). This included anyone of a nomadic habit of life or those living in a caravan. So if a household did not meet the 2012 PPTS definition it was highly likely that they would meet the 2004 Housing Act definition if they were living in a caravan on a site or yard.
- Now that the Housing Act definition has been revoked, there will still be large numbers of households who will not meet the 2023 PPTS planning definition if they have never travelled or if they have never travelled for work – under case law you can only have ceased to travel

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(either temporarily or permanently) if you have previously travelled for work or for seeking work.

- Following the changes to the PPTS in 2023 ORS have completed a review of a large number of recent GTAAs that we have completed. These reviews have concluded that the vast majority of those who will now meet the planning definition (those who have previously travelled for work and have now ceased to travel permanently) are old or sick, have no children now living with them, and unless they are living on a temporary or unauthorised site do not generate much, if any, need.
- The reviews also concluded that whilst on average up to 25% of households may now move under the 2023 definition, they bring little or no need over with them. The majority of need from remaining non-2023 PPTS definition households is from teenagers and through new household formation from families with children who have never travelled or have never travelled for work.
- Therefore, in my professional view the changes to the PPTS in December 2023 will not change things as far as GTAAs are concerned other than an adjustment to potentially increase need slightly (if any is identified) from those who have legitimately ceased to travel permanently; that the target for 5-year supply should also not change very much, if at all; and that Paragraph 63 in the revised NPPF should still be used to address need from those who do not meet the 2023 planning definition alongside wider housing need.
- In conclusion, households who have never travelled, or have never travelled for work do not meet the 2023 PPTS planning definition of a Traveller.

### **Overall Conclusions on Need and Transit Provision**

In conclusion, other than the need identified in the Great Yarmouth GTAA for the unauthorised sites at Cobholm Island, there is no further need identified for Gypsies, Travellers or Travelling Showpeople elsewhere in The Broads Authority, nor any requirements for any additional transit provision.

Regards



Steve Jarman - BSc (Hons) City & Regional Planning, DipTP  
**Head of Traveller Assessments**  
**Opinion Research Services Ltd.**



# Development Boundaries Topic Paper

Updated December 2024

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## 1. Introduction

The purpose of a development boundary is to consolidate development around existing built-up communities where there is a clearly defined settlement where further development, if properly designed and constructed, would not be incongruous or intrusive because of the size of the settlement. Development boundaries have twin objectives of focusing the majority of development towards existing settlements whilst simultaneously protecting the surrounding countryside.

There are currently four areas in the Broads Executive Area that have development boundaries. These are detailed in Policy DM35: Residential development within defined development boundaries in the adopted Local Plan for the Broads (2019) and are shown on the [adopted policies maps](#). The four areas are:

- A. Horning
- B. Wroxham and Hoveton
- C. Oulton Broad
- D. Thorpe St Andrew

This version of the Topic Paper is intended to support the update of the Local Plan. It sets out the proposed development boundaries to be included in the new Local Plan.

This is an update to the August 2023 version, to take on board comments received during the Issues and Options consultation (see [section 4](#) and [Appendix 3](#)) and Preferred Options consultation (see [Appendix 6](#)).

## 2. The Settlement Study

The Settlement Study<sup>1</sup>, completed throughout 2021/22 and updated in 2023, sets out the methodology for assessing if settlements have good access to facilities and services. This study scored settlements according to access to schools and shops for example. The settlements included in Section 3 were assessed as having the best access to services and facilities. Those highlighted in green already have development boundaries as discussed previously. It is important to note that just because a settlement may be sustainable in terms of the facilities and services nearby, it does not automatically follow that it should have a development boundary (or indeed development) as there may be on-site or local issues that would indicate a development boundary is not appropriate. Please note that during the 2023 update, in response to a comment received as part of the Issues and Options consultation, allotments were added as a facility or service. And following the Preferred Options consultation, a section about Filby has been added. See [section 7](#).

## 3. Settlements in the Broads and the potential for development boundaries

The following table includes a summary of the built-up area in the Broads part of those settlements. Stakeholders' comments were also sought. See [Appendix 1](#). Maps of the built-up areas of these settlements in the Broads, with some other spatial information such as flood risk and neighbouring development boundaries is also included at [Appendix 2](#).

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<sup>1</sup> Can be found here: [Local Plan for the Broads \(broads-authority.gov.uk\)](https://broads-authority.gov.uk)

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Commentary of built-up area in the Broads
Norwich City	Norwich	City	The Broads part of Norwich is the river only as it flows through the centre of the City. But to the east, there are some built up areas. Cremorne Lane for example is an area of housing. The Utilities Site is an area of brownfield land that is allocated for mixed use in the current local plan. Close/adjoining the main settlement. Limited impact from flood risk.
Great Yarmouth	Great Yarmouth Borough	Main town	There are some dwellings on Riverwalk, to the south of Bure Park, near to the permission for dwellings and residential moorings. To the north of Gapton Hall Retail Park is some more urban uses, more industrial. Close/adjoining the main settlement. Seems all of the Broads part is at risk of flooding.
Beccles	Waveney	Market Town	To the east of the River Waveney are some dwellings, hotel and the Lido. There is also Hipperson's Boatyard. And Morrison's and fuel station. Close/adjoining the main settlement. Nearer to the road, no risk of flooding, but nearer to the water, flood risk. The incremental impacts of even small-scale developments or activities can ultimately have cumulative adverse effects on the local landscape character
Thorpe St Andrew	Broadland	Fringe Parish	There are areas of housing and pubs. There are development boundaries in place already. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Loddon	South Norfolk	Key Service Centre	There are some dwellings along Mill Road and Pyes Mill Road, but these are some distance from the main area of Loddon. There is also the Loddon Boatyard. Other than the boatyard, Mill Road and Pyres Mill Road tends not to be at risk of flooding.



Settlement	District/Borough	Place in District's Settlement Hierarchy.	Commentary of built-up area in the Broads
Oulton Broad	Waveney	Main Town	There are areas of housing and pubs and shops. There are development boundaries in place already. The scheme at the former Pegasus boatyard site has permission. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Hoveton	North Norfolk	Small Growth Town	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already. There is also an allocation on Station Road in the current Local Plan. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Brundall	Broadland	Key Service Centre	Boatyards and residential to the south of the railway. Entire areas subject to policies in the Local Plan already. Over the railway from the main settlement. Most of the riverside area is at risk of flooding.
Bungay	Waveney	Service Centre	Built up areas to the south of the River Waveney, especially along Bridge Street. Close/adjoining the main settlement. Development likely to have adverse effects on landscape character.
Wroxham	Broadland	Key Service Centre	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Trowse with Newton	South Norfolk	Fringe Parish	Ski centre, campsite and a few dwellings along Whitlingham Lane somewhat separated from the main settlement. Flood risk to the west of the Lane. No obvious extensions to the neighbouring LPA's settlement boundary.

<b>Settlement</b>	<b>District/Borough</b>	<b>Place in District's Settlement Hierarchy.</b>	<b>Commentary of built-up area in the Broads</b>
Coltishall	Broadland	Village cluster	Dwellings and pubs along Anchor Street and Wroxham Road somewhat separated from the main settlement. Tends to be limited flood risk away from the river. Quite sensitive having a conservation area etc.
Reedham	Broadland	Village cluster	Dwellings, pubs and retail along the Riverside. Close/adjoining the main settlement. Some flood risk mainly up to the road itself. Visual impacts of built development could detract from the perceived naturalness and tranquillity of the area
Ditchingham Dam	Waveney	Open Countryside	North of the River Waveney, with some dwellings and business park. Over the river from the main settlement of Bungay. Most the area at risk of flood zone 2.
Ditchingham	South Norfolk	Village cluster	Ditchingham Maltings development, with some other dwellings near the Yarmouth Road/Ditchingham Dam roundabout. Also, sports facilities. Over the A143 from the main settlement. Limited flood risk issue – flood zone 2 if there is a risk.
Chedgrave	South Norfolk	Key Service Centre	Dwellings and boatyards to the north of the River Chet, and off Wherry Close. Close/adjoining the main settlement. Flood risk an issue for most of the built-up area.
Horning	North Norfolk	Small growth village	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary. Capacity issues at Horning Water Recycling Centre a constraint.

<b>Settlement</b>	<b>District/Borough</b>	<b>Place in District's Settlement Hierarchy.</b>	<b>Commentary of built-up area in the Broads</b>
Stalham Staithe	North Norfolk	Small Growth Town	There are areas of housing, shops, boatyards and pubs. Over the A149 from the main settlement. Some flood risk nearer the boatyard/river. Proximity of A149, settlement and large boatyards make this area less sensitive. Policy STA1 includes some landscape requirements which would help safeguard landscape character.
Ludham	North Norfolk	Large Growth Villages	Some boatyards and dwellings around Womack Water. Away from the main settlement. Most of the built-up areas are at risk of flooding. Womack water has special qualities which would be vulnerable to further development
Cantley	Broadland	Village cluster	Some dwellings along Station Road which are close/adjoining the main settlement as well as the Sugar Beat Factory. Parts of Station Road and parts of the Factory not at risk of flooding.
Filby	Great Yarmouth	Secondary Village	Dwellings and pubs to the west of Thrigby Road. Generally, the settlement is linear in nature. Generally, nearer the road, no flood risk, but nearer the Broad, tends to be at risk of flooding.

## 4. Comments received as part of Issues and Options consultation

During the Issues and Options consultation<sup>2</sup>, we asked the following questions:

Question 37: Do you have any comments on the development boundaries as they are currently drawn?

Question 38: Do you have any comments on the Settlement Study?

Question 39: Do you have any comments on the Development Boundary Topic Paper?

Question 40: Do you have any suggestions for other development boundaries in the Broads? Please explain your suggestion.

The responses are included at Appendix 3.

There was also another question which is discussed in the next section: Question 41: What are your thoughts about not having development boundaries?

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<sup>2</sup> [The Local Plan for the Broads: Review - Issues and Options Consultation \(broads-authority.gov.uk\)](https://broads-authority.gov.uk), section 29.

## 5. The option of not having development boundaries.

As part of the Issues and Options consultation, we asked for opinions on not having development boundaries and instead, relying on criteria-based policy approach. The responses are as follows:

Question	Respondent	Comment	BA response	Action for Local Plan
Question 41	Bradwell Parish Council	There absolutely needs to be development boundaries.	Support for development boundaries noted.	Consider this advice as the approach to development boundaries is worked up.
Question 41	Broads Society	The Society feels that, given that there are currently only four areas deemed to require a formal development boundary, the removal of those boundaries and a criteria-based approach may be possible. However, this would depend on what the criteria were and whether or not this could realistically be applied across the whole of the Broads area.	Support to investigate criteria-based approach noted.	Consider this advice as the approach to development boundaries is worked up.
Question 41	Brooms Boats	This would depend on the criteria were and if it were possible to realistically apply across the whole of the Broads area using an economic viability, environmental impact and economic growth assessment model.	Noted.	Consider this advice as the approach to development boundaries is worked up.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 41	East Suffolk Council	Removing development boundaries in the Broads Authority area will have the effect of treating the whole area of The Broads as being in the open countryside. This will make it easier to resist development and protect the rural character of The Broads area. However, it also means that it will no longer be possible to focus the development that does come forward within existing centres. This could mean the development of isolated dwellings. While there could potentially be fewer developments in the Broad Authority area, those that did come forwards could be more likely to take place in isolated locations, creating a dispersed settlement pattern, which would undermine the delivery of sustainable development.	Thoughts on this matter welcomed and will be considered as we produce the housing section of the Local Plan.	Consider this comment as produce Preferred Options version of the Local Plan.
Question 41	Sequence UK LTD/Brundall Riverside Estate Association	2.99 Sequence acknowledge that there are other Local Plans that do not have specific development boundaries drawn on proposals maps and more generally look to guide development to certain locations (for example a consideration of a built-up area or cluster of properties). These can work well as an alternative to development boundaries and the Riverside Estate Brundall should be recognised as a built-up location for the reasons set out in the response to question 40 in particular above. We would, however, reserve the right to comment further on the specific wording of such a policy.	Support to investigate criteria-based approach noted.	Consider this advice as the approach to development boundaries is worked up.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 41	South Norfolk Council	As previously stated elsewhere in the plan, the definition of development boundaries, supported by appropriate exception policies, is a tried and tested approach and acts as a useful policy tool to help direct development/growth into sustainable locations. However, in most cases, the development boundary will only be the starting point with regard needing to be had to the development plan taken as a whole and to specific exception policies.	Noted. We do currently have exceptions policies that are likely to be checked, updated and rolled forward.	No further action other than checking the exceptions policies and updating them for the Preferred Options consultation.
Question 41	South Norfolk Council	If the authority were to pursue a criteria-based approach careful consideration would need to be given to ensuring that the policy is clearly written and unambiguous, so it is evident how a decision maker should react to development proposals. This will ensure that the plans overall outcomes are still achieved, that there are predictable outcomes for applicants and that the authority can efficiently process applications.	Agreed and advice noted.	Consider this advice as the approach to development boundaries is worked up.
Question 41	Broadland Council	As previously stated elsewhere in the plan, the definition of development boundaries, supported by appropriate exception policies, is a tried and tested approach and acts as a useful policy tool to help direct development/growth into sustainable locations. However, in most cases, the development boundary will only be the starting point with regard needing to be had to the development plan taken as a whole and to specific exception policies.	Noted. We do currently have exceptions policies that are likely to be checked, updated and rolled forward.	No further action other than checking the exceptions policies and updating them for the Preferred Options consultation.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 41	Broadland Council	If the authority were to pursue a criteria-based approach careful consideration would need to be given to ensuring that the policy is clearly written and unambiguous, so it is evident how a decision maker should react to development proposals. This will ensure that the plans overall outcomes are still achieved, that there are predictable outcomes for applicants and that the authority can efficiently process applications.	Agreed and advice noted.	Consider this advice as the approach to development boundaries is worked up.

Taking all the responses into account, there seems to be two reasonable options to consider when producing the development boundary policy:

- a) Criteria based development boundary policy – would not use a spatial approach but use a criteria-based approach.
- b) Spatial approach – using boundaries on a map.

These have been assessed through the Sustainability Appraisal. The full assessment is set out in Appendix 4, but a summary is included below.

A: Criteria-based development boundary policy: 0 positives. 0 negatives. 8 ?

B: Plan based development boundary policy 7 positives. 0 negatives. 1 ?

On one hand, removing development boundaries in the Broads Authority Executive Area could be treating the whole area of The Broads as being in the open countryside which could help protect the character of The Broads area. On the other hand, it will not be possible to influence the location of development to built up/urban areas that have key services which could result in isolated dwellings. Indeed, development boundaries is a tried and tested policy approach. The Local Plan will also enable any development that is needed to come forward in more remote areas to do so, for example through rural enterprise dwellings and replacement dwellings. Development boundaries will also provide certainty to all involved as to where development is suitable in theory.

**The New Local Plan will therefore include development boundaries.**



## 6. Horning Water Recycling Centre – capacity issues

The capacity issues at Horning Water Recycling Centre have been known for some time now. More detail can be found in the [Joint Position Statement \(August 2023\)](#), but to summarise the issue:

- Concerns regarding development in the catchment of the WRC relates to the potential impact of rising nutrient loads on the river and sensitive downstream receptors and excess flows caused from water ingress into the system.
- Water ingress is from surface water, river over topping and the resultant groundwater infiltration which is compounded through defects in the public and private network.
- Development that would add foul water flows or increase surface water runoff are not permitted in the Horning area.

Anglian Water Services have undertaken studies, assessments and some work in the area over recent years to try to address the issue of water ingress into the system, but issues still remain.

It is currently not clear how the situation will ultimately be resolved to enable the WRC to accommodate more foul water or surface water and therefore enable development in the Horning area.

As a result, the development boundary for Horning will not be included in the emerging Local Plan.

If the situation changes over the rest of the Local Plan production period, this approach could be changed. Indeed, if the situation changes, subsequent Local Plans may reintroduce a development boundary for Horning.

## 7. A development boundary for Filby?

During the consultation on the Preferred Options version of the Local Plan (see [Section 7](#)), Great Yarmouth Borough Council recommended that the part of Filby that is within the Broads should have a development boundary to complement the development boundary of the part of Filby that is within their planning area. On checking the assessment of Filby in the Settlement Study, Filby rates favourably in terms of services and facilities in the settlement and so some options for a development boundary in the Broads part of Filby were produced. This was sent to Filby Parish Council for comment, as well as internally to heritage, landscape and ecology Officers at the Broads Authority for comment. There was general support, with some suggestions for amendments.

We are therefore proposing to include a Development Boundary for Filby in the Local Plan for the Broads.

It should be noted that the form of the proposed development boundary for the Filby part of the Broads reflects the settlement fringe landscape type that is identified in the area. Settlement fringe is a landscape type found repeatedly throughout the Broads, where

settlement and semi natural/natural environment converge. The Broads' Landscape Character Assessment identifies areas that are classed as Settlement Fringe. Invariably around any settlement there are pressures for use other than for traditional agriculture. Many of these pressures are generated as a direct result of recreational and leisure activities. Developments can be varied and include garden extensions with their associated fencing and features, allotments, poultry keeping, horse keeping, sports pitches, pond construction (fishing and wildfowling), storage of scrap items and so on. Policy PUBDM26: Protection and enhancement of settlement fringe landscape character seeks to protect this landscape type.

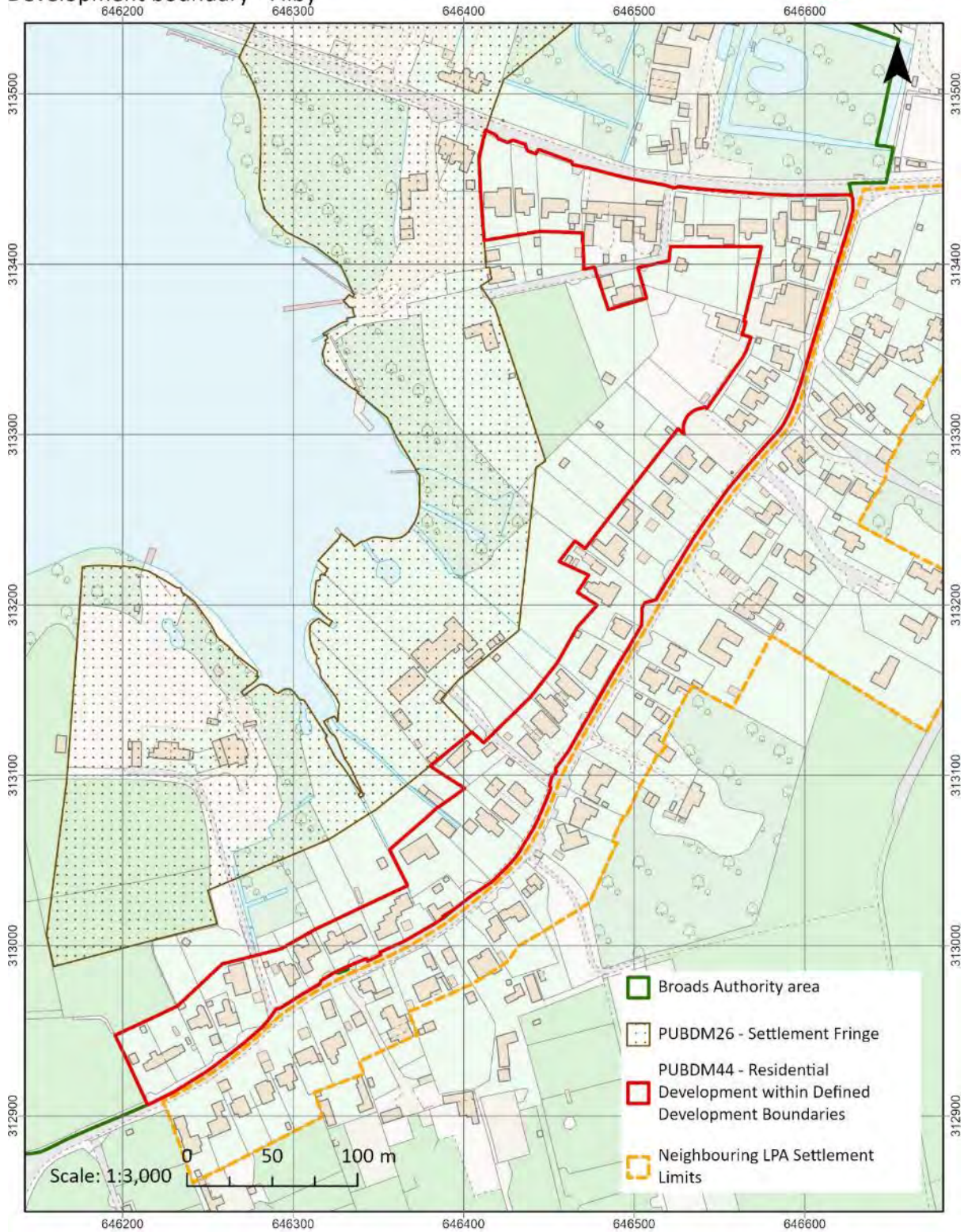
Constraints and features of Filby:

- Some protected trees in the area.
- EA flood zone 2 and 3 and SFRA indicative flood zone 3 covers some properties and gardens.
- Close to SAC and SSSI.
- Part of Filby in SSSI impact zone.
- Settlement fringe landscape type nearby.

Development Boundary for Filby – general information:

The western side of Thrigby Road is within the designated Broads area. Elsewhere, Great Yarmouth Borough Council is the local planning authority. The part of Filby in the Broads is urban in nature along the road frontage, but backs onto Filby Broad. Filby itself has some facilities and services including, a primary school, everyday shop and post office. Although there is a range of buildings and uses within the identified boundary, in practice it is not anticipated that there will be a great deal of development in the foreseeable future. The development boundary provides additional scope for some redevelopment if opportunities arise, subject to flood risk - the relevant Local Plan and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk.

Development boundary - Filby



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## 8. Development boundaries in the new Local Plan

There are currently four areas in the Broads Executive Area that have Development Boundaries, and these are:

- A. Horning
- B. Wroxham and Hoveton
- C. Oulton Broad
- D. Thorpe St Andrew

It has been suggested, through the Issues and Options Consultation responses, that a development boundary be drawn at **Brundall Riverside**. In liaison with Norfolk County Council as the Highways Authority, it is recommended to not have a development boundary here for the following reasons:

- The access to the area is constrained by the level crossing. There is no footway for the entire length from the level crossing north along Station Road and due to land ownership and levels of the land, it seems difficult to provide one.
- There does not seem to be any land that could be used to develop more dwellings in the area. Proposals that affect the boatyards in the area would be judged against economy policies in the Local Plan.
- If property owners wish to replace their dwellings, there are policies in the Local Plan related to this.

The previous section discussed the Water Recycling Centre issues at **Horning**.

Finally, no amendments to the current areas included in the development boundaries are proposed.

There will therefore be 4 development boundaries in the Local Plan: **Filby, Hoveton and Wroxham, Oulton Broad and Thorpe St Andrew**. They will be drawn the same as the 2019 Local Plan, although the Filby Boundary is new and shown in section 7 of this report.

The proposed policy is included at [Appendix 5](#).

## Appendix 1: Short technical consultation

In February/March 2022, some stakeholders were sent the table as set out in Section 3 for comments. These stakeholders were Anglia Water Services, Environment Agency, Norfolk and Suffolk Councils. Comments were also received from Broads Authority Officers.

The following comments were received and have been weaved into an amended Section 3.

### Suffolk County Council

- **Archaeology:** We would not have any objection to the proposed development boundary, although potential developments may require archaeological investigation - most likely as mitigation secured through conditions on any consent although depending on the scale, nature and location of the development, historic features may be affected by individual development proposals, and SCCAS would be happy to advise on the scope of desk-based assessment in the first instance. The area of the development boundary at Oulton Broad includes sites and features of WW2 and post-medieval date in particular (see [Map - Suffolk Heritage Explorer](#)). The Broad itself is probably the remnant of a medieval turbary. There may also be peat deposits surviving and for this geoarchaeological work may be appropriate – peat deposits have the potential for waterlogged remains and environmental remains that allow reconstruction of changing environments over the long term. There may be cases where the Marine Management Organisation has jurisdictional boundary in some areas of the broads, who are advised by Historic England.
- **Flood and water:** content with the current commentary on flooding and have no substantive comments to make.

### Landscape Architect

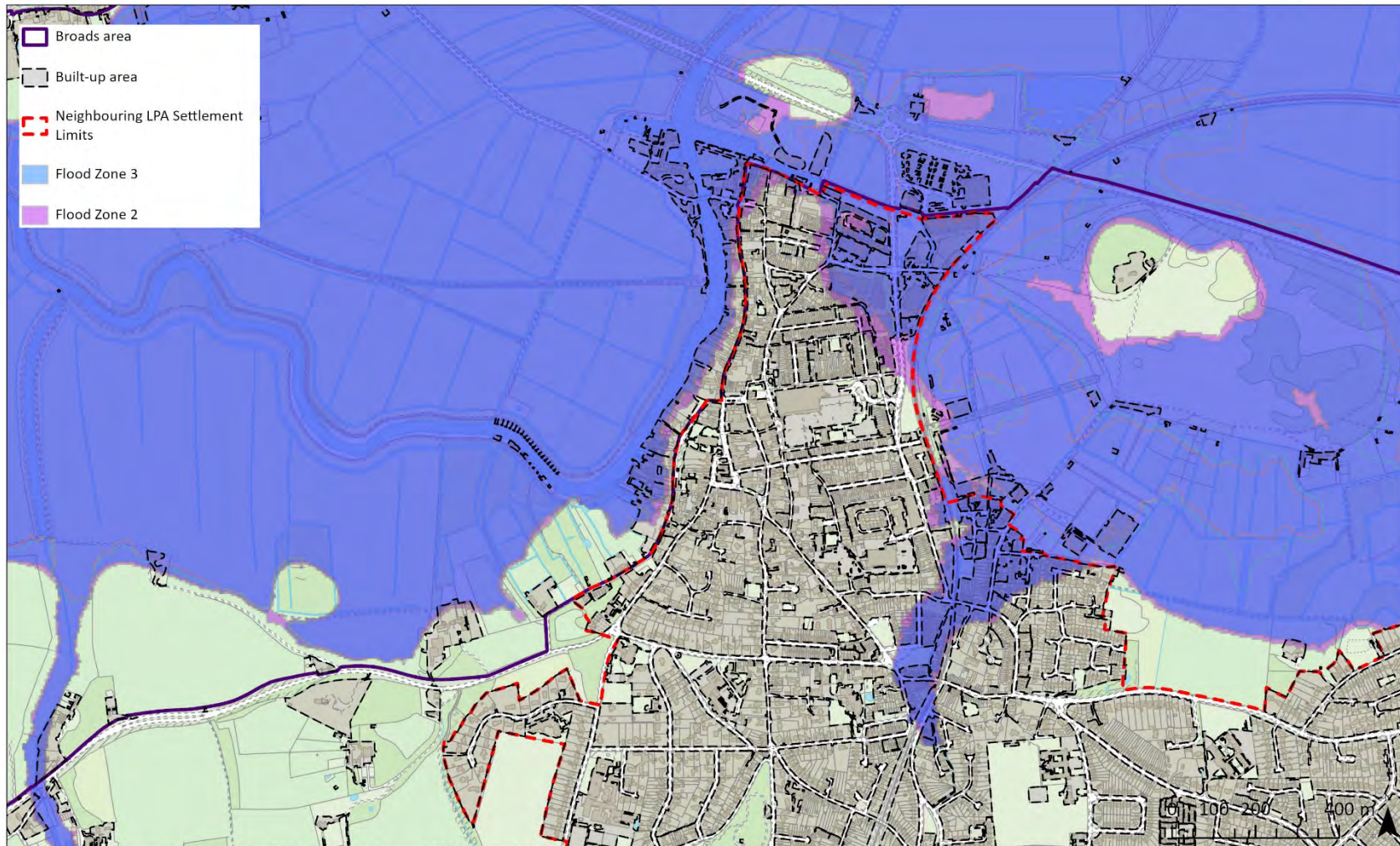
- **Beccles** – Open areas around Beccles are subjected to pressures from different settlement fringe type development which potentially can erode the traditional pastoral landscape of the marshland. The incremental impacts of even small-scale developments or activities can ultimately have cumulative adverse effects on the local landscape character. Development boundary likely to be inappropriate.
- **Brundall** – Development boundary is likely to be inappropriate.
- **Bungay/Ditchingham Dam** - Development likely to have adverse effects on landscape character. Visual impacts of built development and infrastructure around of Bungay allied to the leisure/holiday developments within the area tend to detract from the perceived naturalness of the area. As for Beccles, open areas around Bungay/Ditchingham are subjected to pressures from different settlement fringe type development, the incremental impacts of which can ultimately have cumulative adverse effects on the local landscape character. Development boundary is likely to be inappropriate.
- **Chedgrave and Loddon** – Given the SNDC allocation of 200 dwellings which will cause pressures on the adjacent Broads, there doesn't seem to be justification for introducing a development boundary.

- **Coltishall** - Quite sensitive having a conservation area etc. The settlement is well vegetated and a neat and simple contrast to the apparently unmanaged surrounding valley. It is a main land-based access point to the river valley and is a principal base for recreational boating activity. As such development boundary is likely to be inappropriate.
- **Horning** - Further built development would be likely to exacerbate existing problems such as drainage, Crabbett's Marsh, suburbanisation, and cause erosion of the area's landscape and nature conservation value.
- **Ludham - Womack** water has special qualities which would be vulnerable to further development. Development boundary is likely to be inappropriate.
- **Neatishead** - Development boundary is likely to be inappropriate.
- **Norwich** – I assume policy NOR1 will be updated to reflect the East Norwich Masterplan [[East Norwich Masterplan | Norwich City Council](#)] and forthcoming SPD.
- **Oulton Broad** – No specific comments. Aware of the Pegasus development.
- **Potter Heigham Bridge** – The only suitable development on this particular site would need to be 'Water Compatible' such as boat yards etc. Development boundary is likely to be inappropriate.
- **Reedham** – Visual impacts of built development could detract from the perceived naturalness and tranquillity of the area. Development boundary is likely to be inappropriate.
- **Stalham Staithe** – agree that there may be potential for development, including residential moorings. Proximity of A149, settlement and large boatyards make this area less sensitive. Policy STA1 includes some landscape requirements which would help safeguard landscape character.
- **Thorpe St Andrew** – Development is unlikely to help reduce urbanising effects in this area and create a more effective transition from the urban environment to the open countryside.
- **Wroxham and Hoveton** – Existing development boundary probably fine – extending it would not seem appropriate given density of current development/activity and lack of open space.
- **The Broads' Landscape Character Assessment** identifies areas that are classed as Settlement Fringe. Many of the locations above are identified as such. See also map Appendix A in Settlement Fringe Topic Paper: [Settlement-Fringe-Topic-Paper-Jan-2017.pdf \(broads-authority.gov.uk\)](#)
- **Policy DM20: *Protection and enhancement of settlement fringe landscape character*** is useful in considering development in such areas. Clearly, we just need to be mindful that creating new development boundaries and extending existing ones should avoid potential friction between this policy and new development boundaries.

## Appendix 2: Maps of settlements in the Broads with good access to services and facilities

Beccles

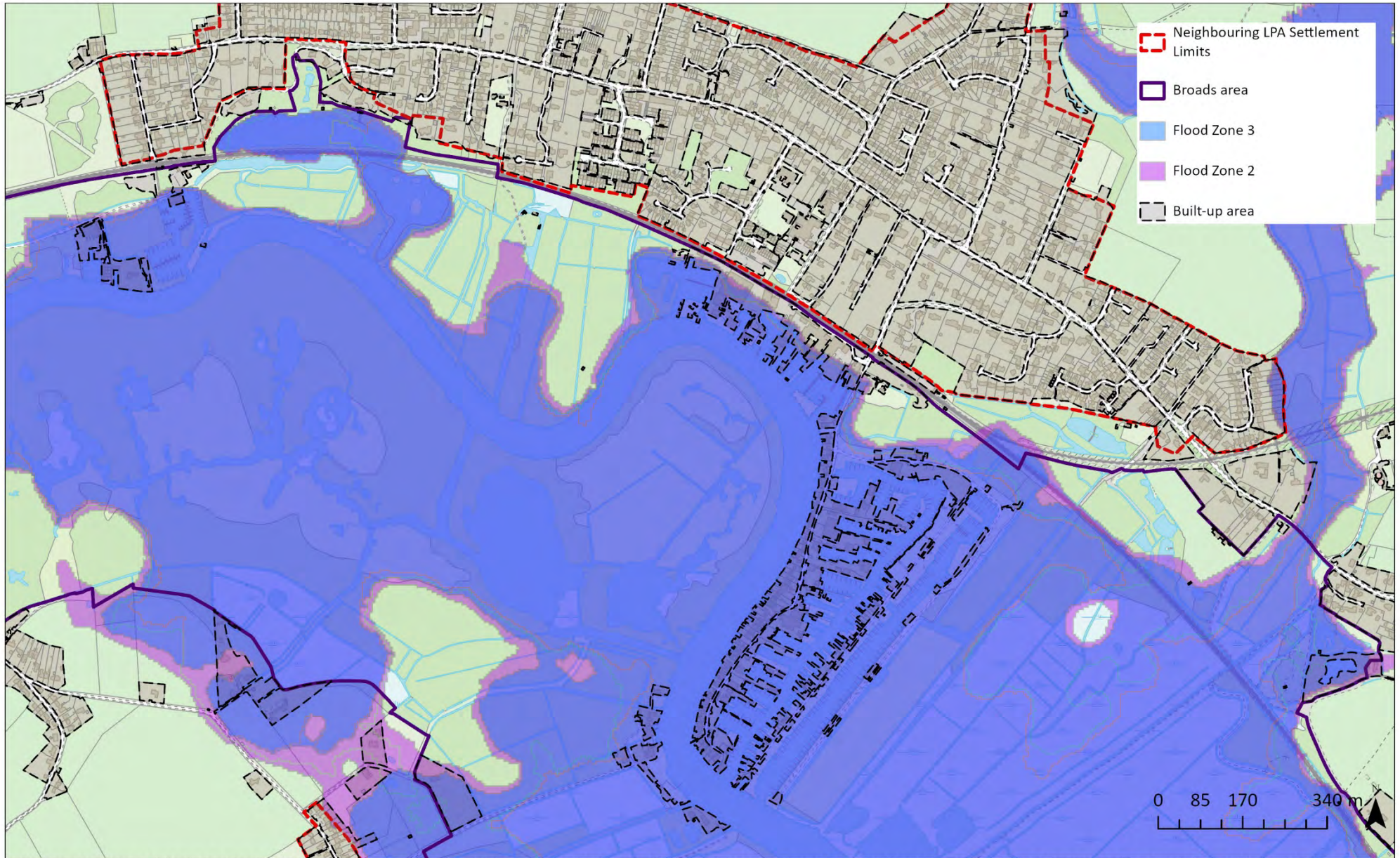
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# Brundall

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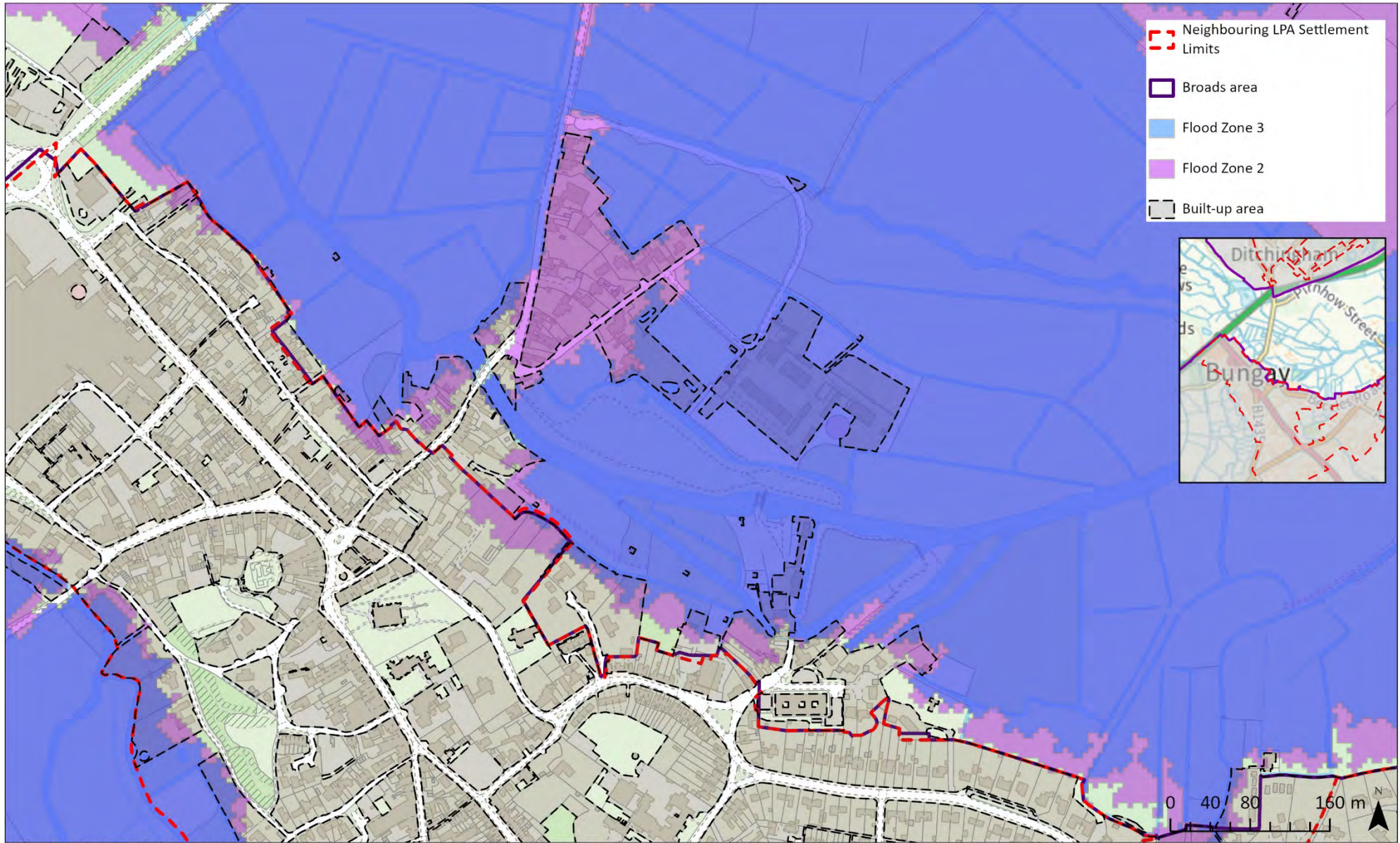


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# Bungay

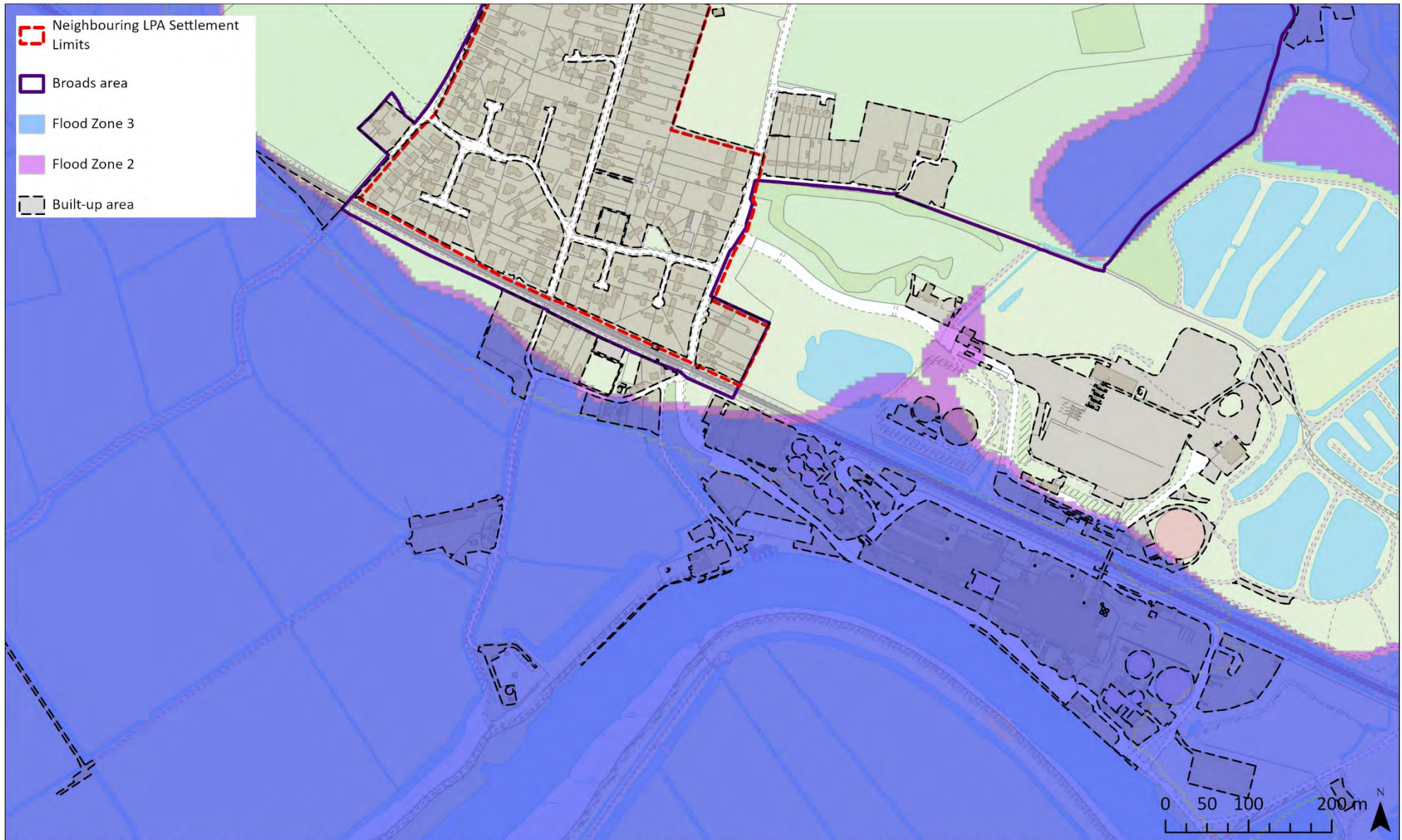
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# Cantley

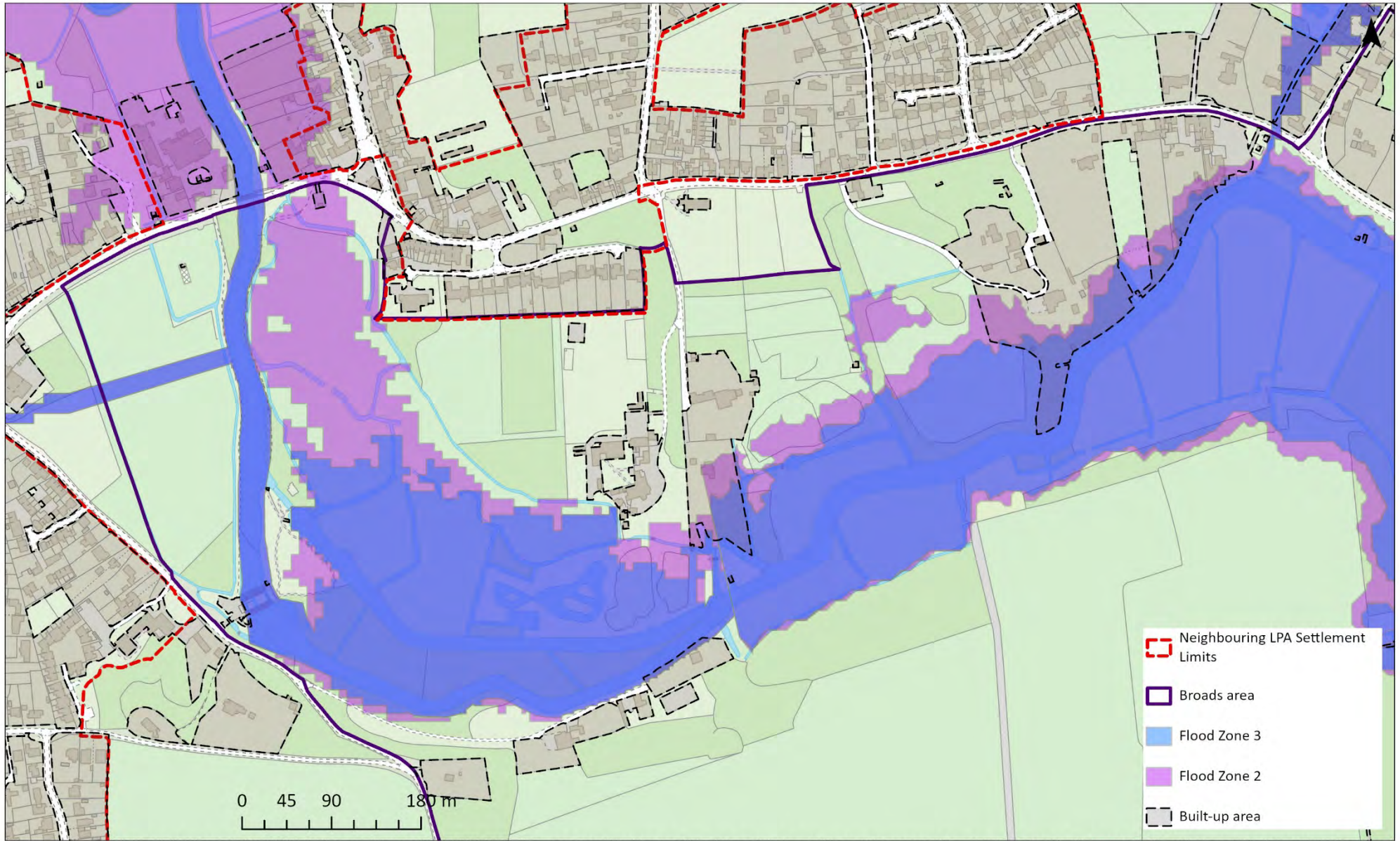
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# Coltishall

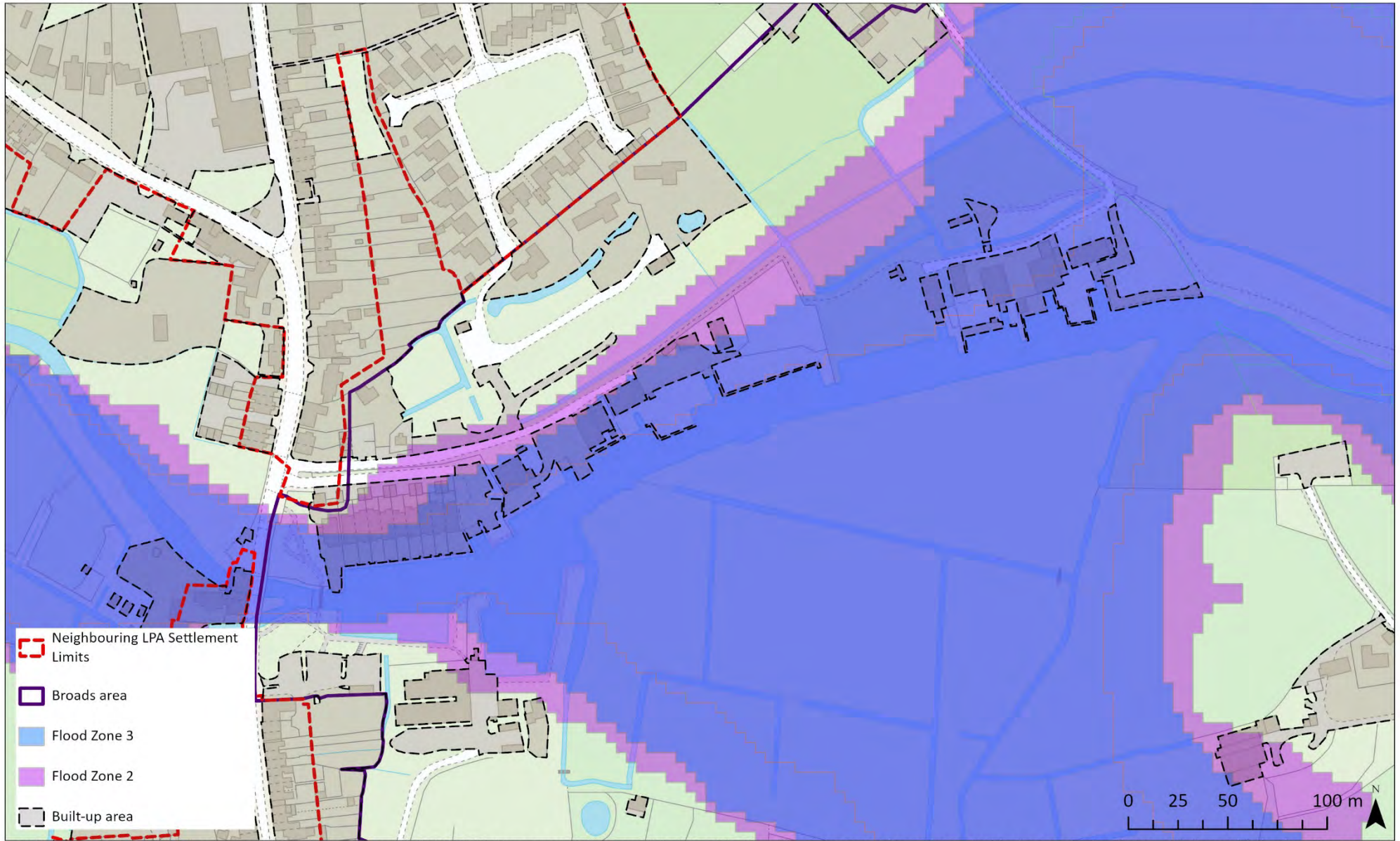
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# Chedgrave

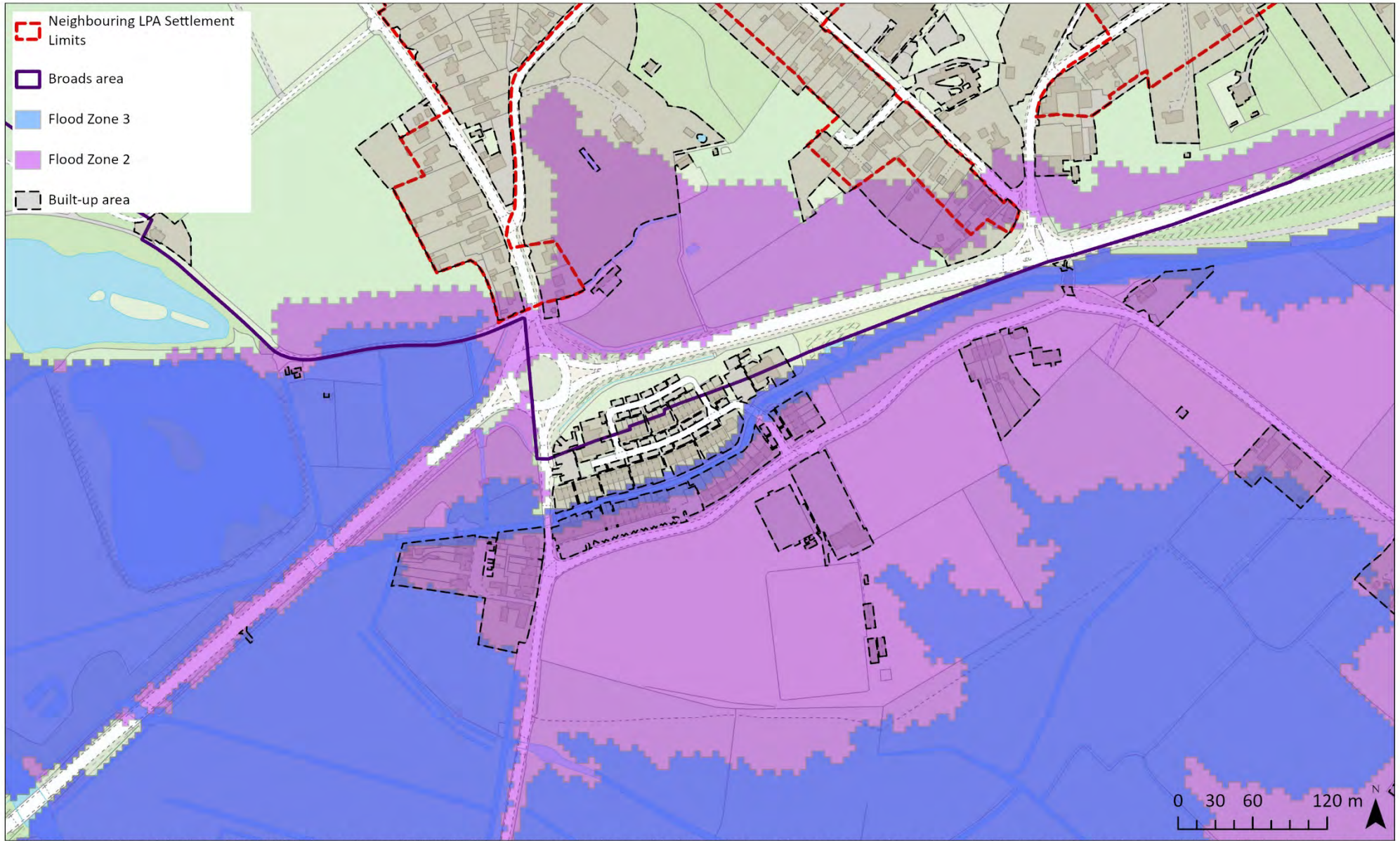
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# Ditchingham

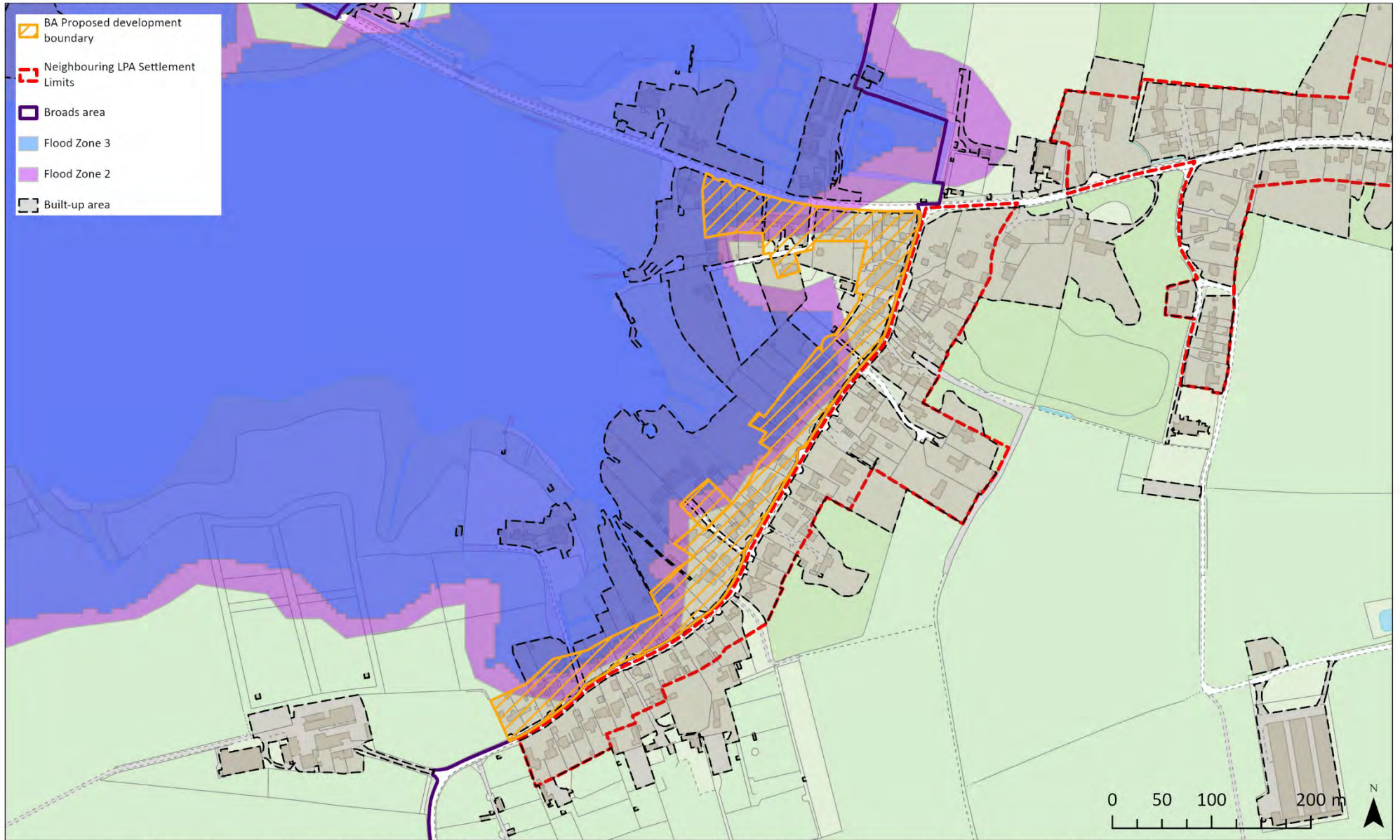
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# Filby

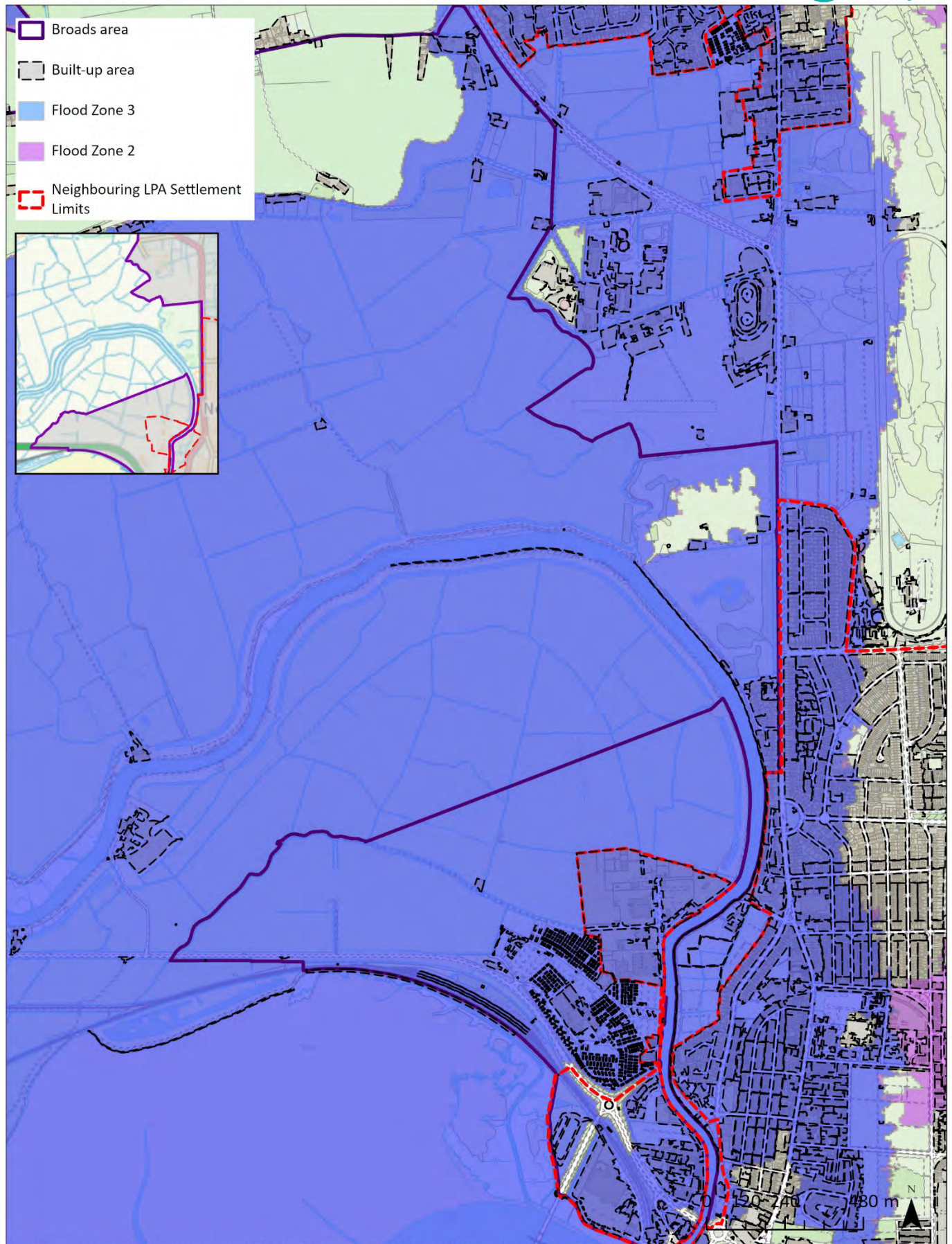
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# Great Yarmouth

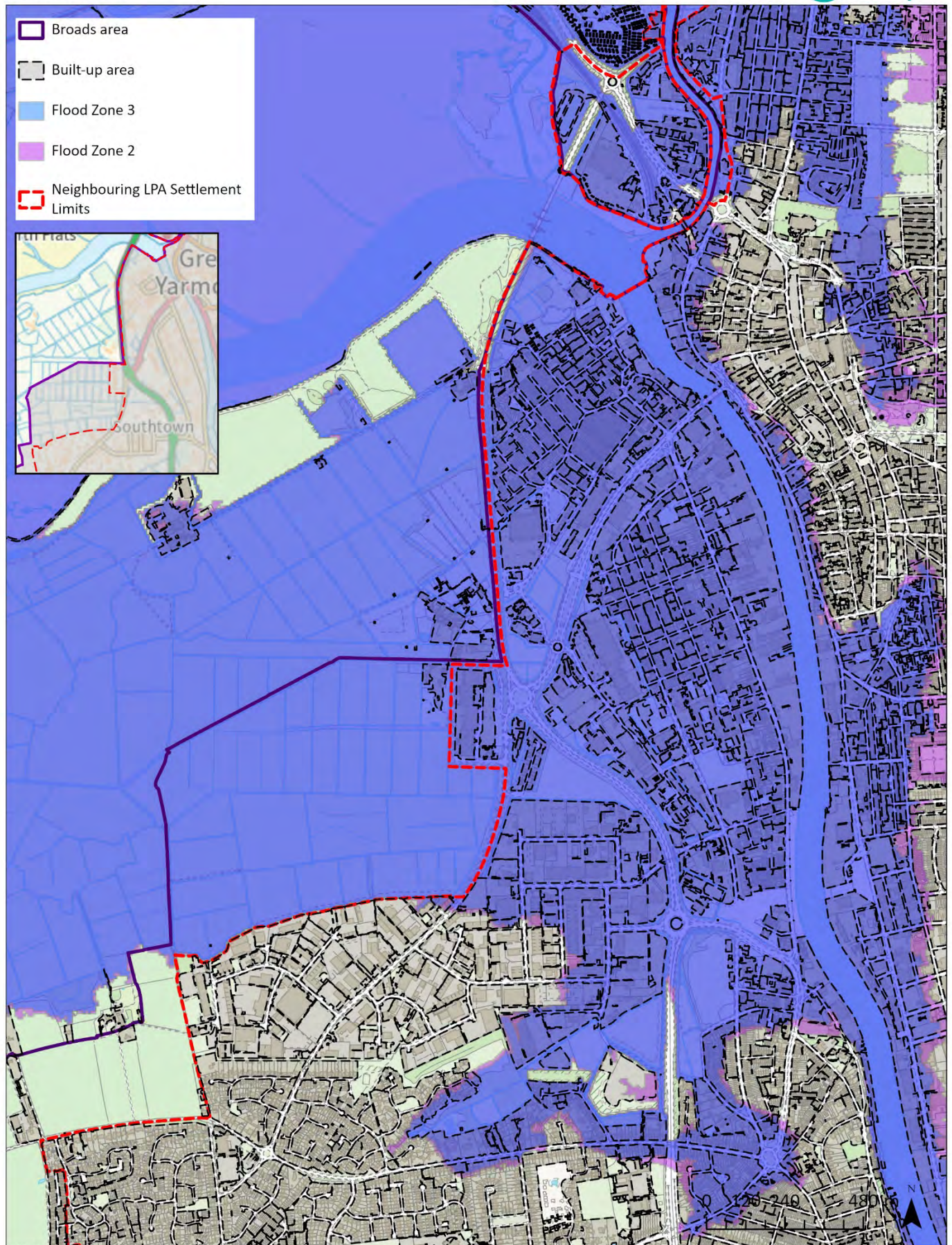
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# Great Yarmouth

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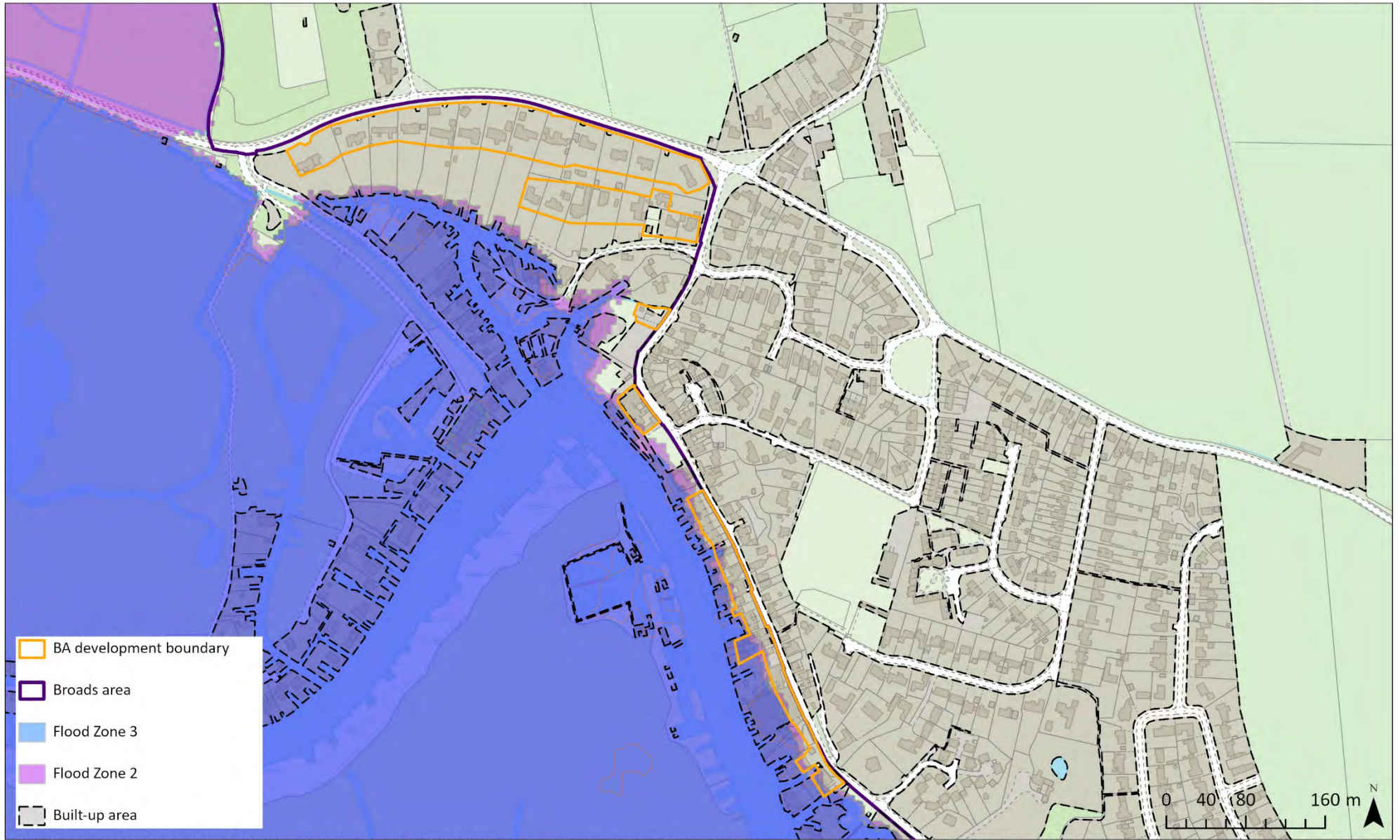


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# Horning

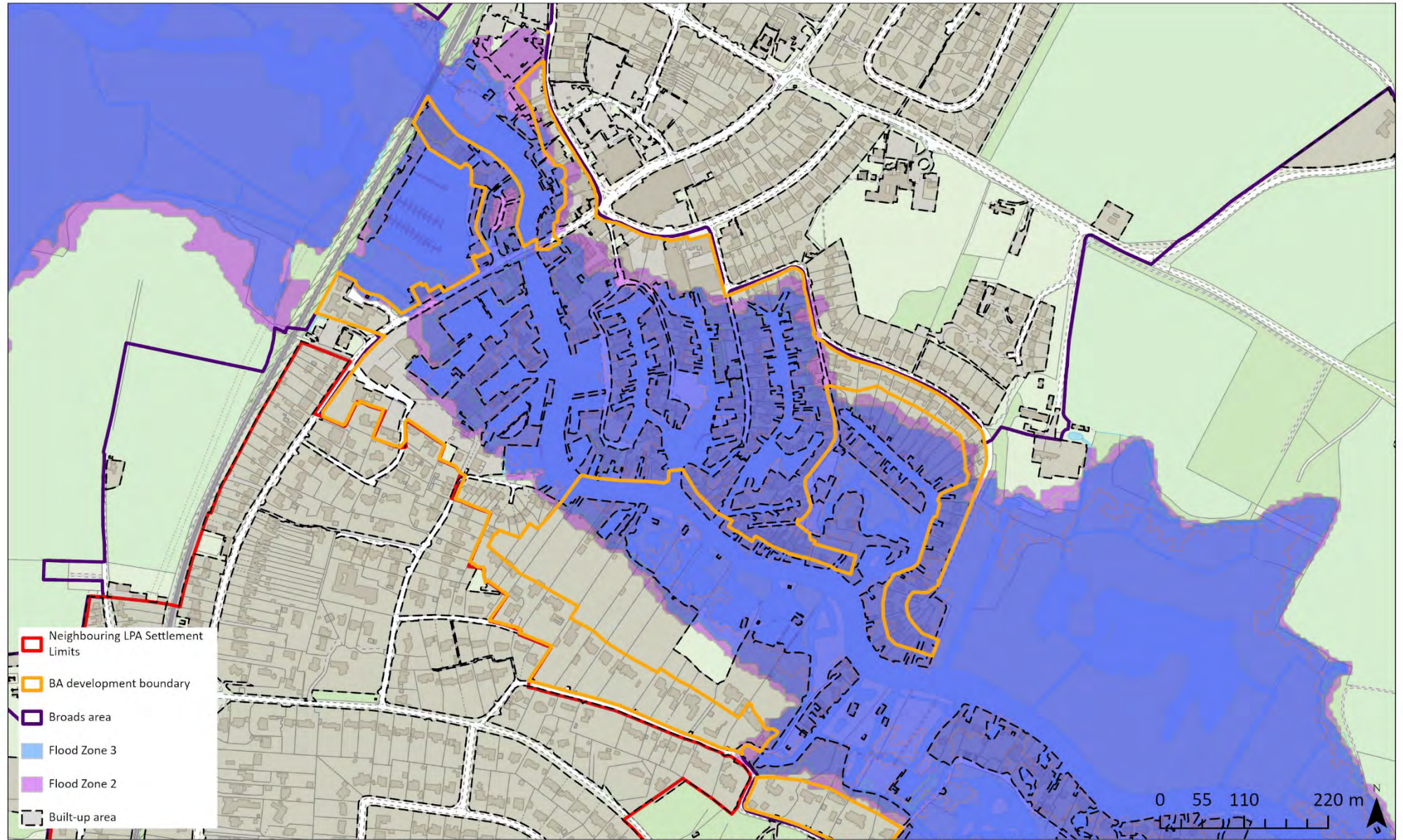
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# Hoveton & Wroxham

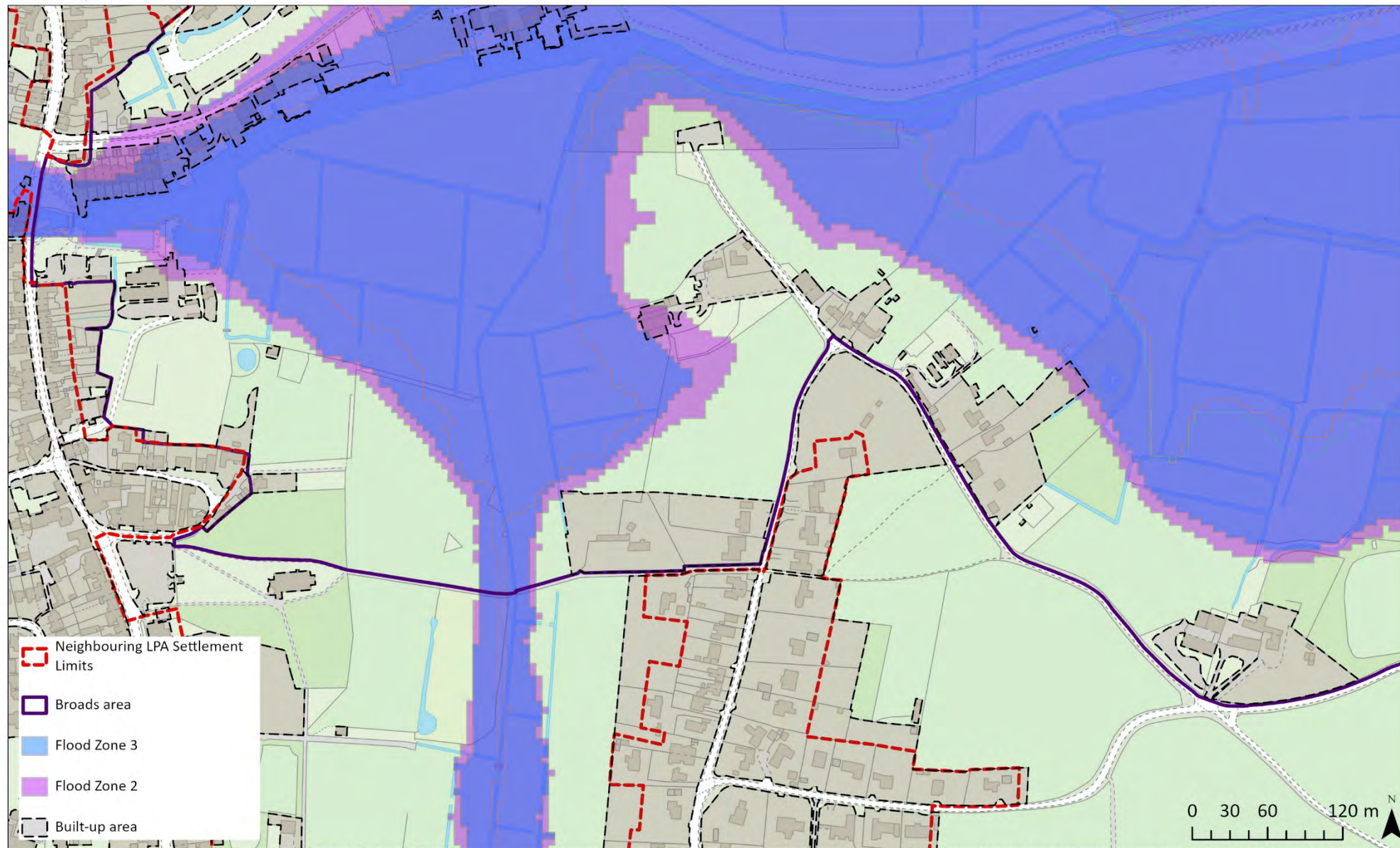
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# Loddon

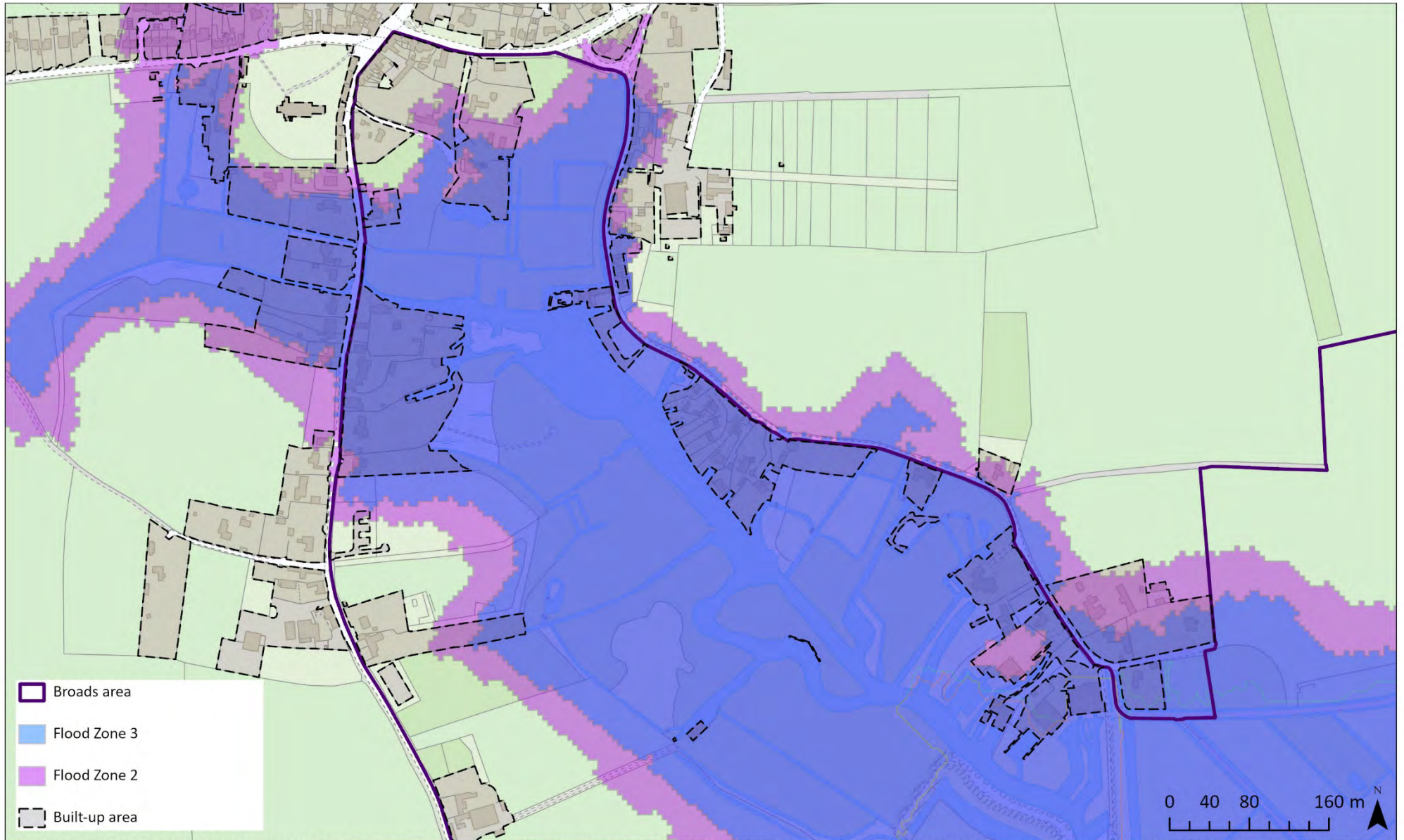
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# Ludham

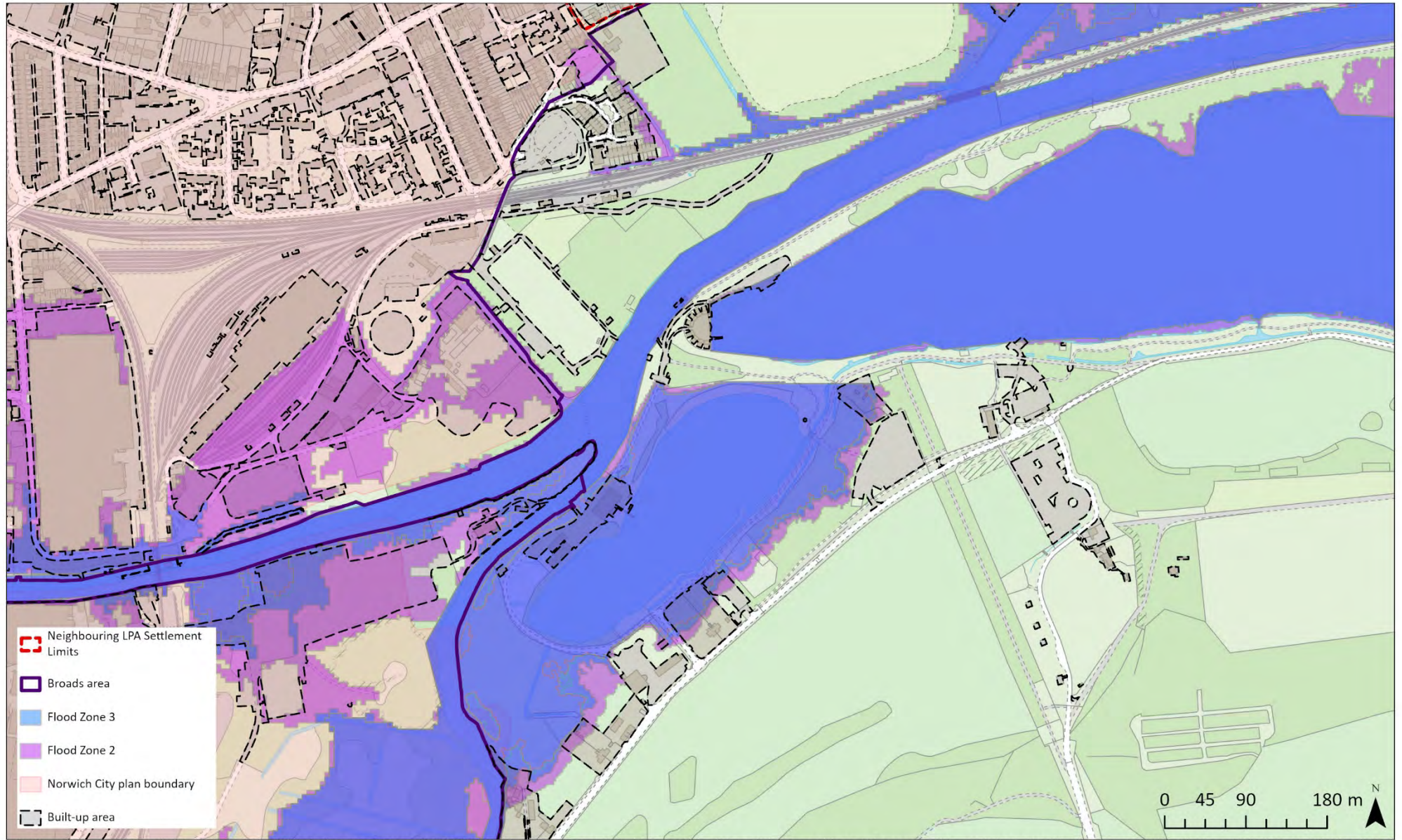
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# Norwich

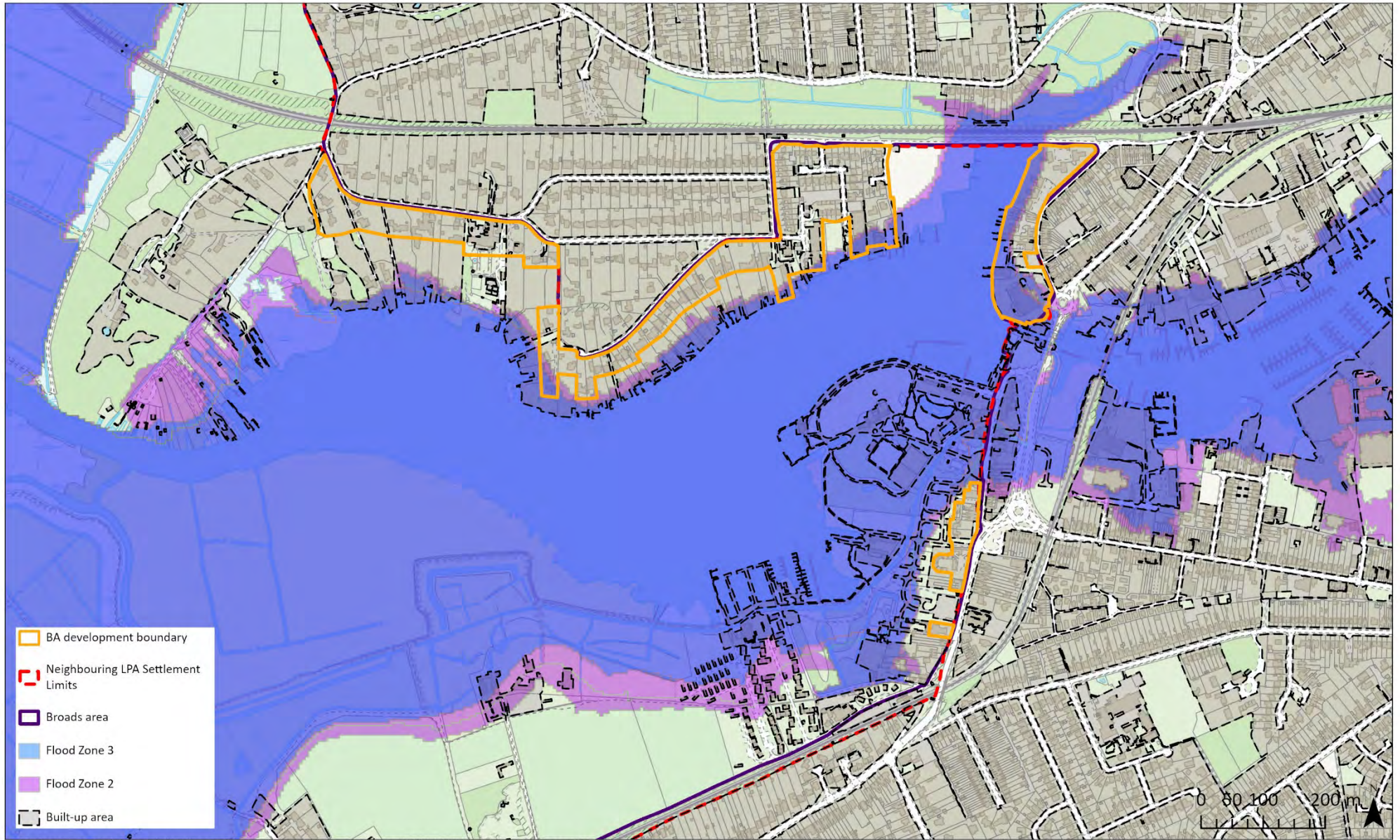
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# Oulton Broad

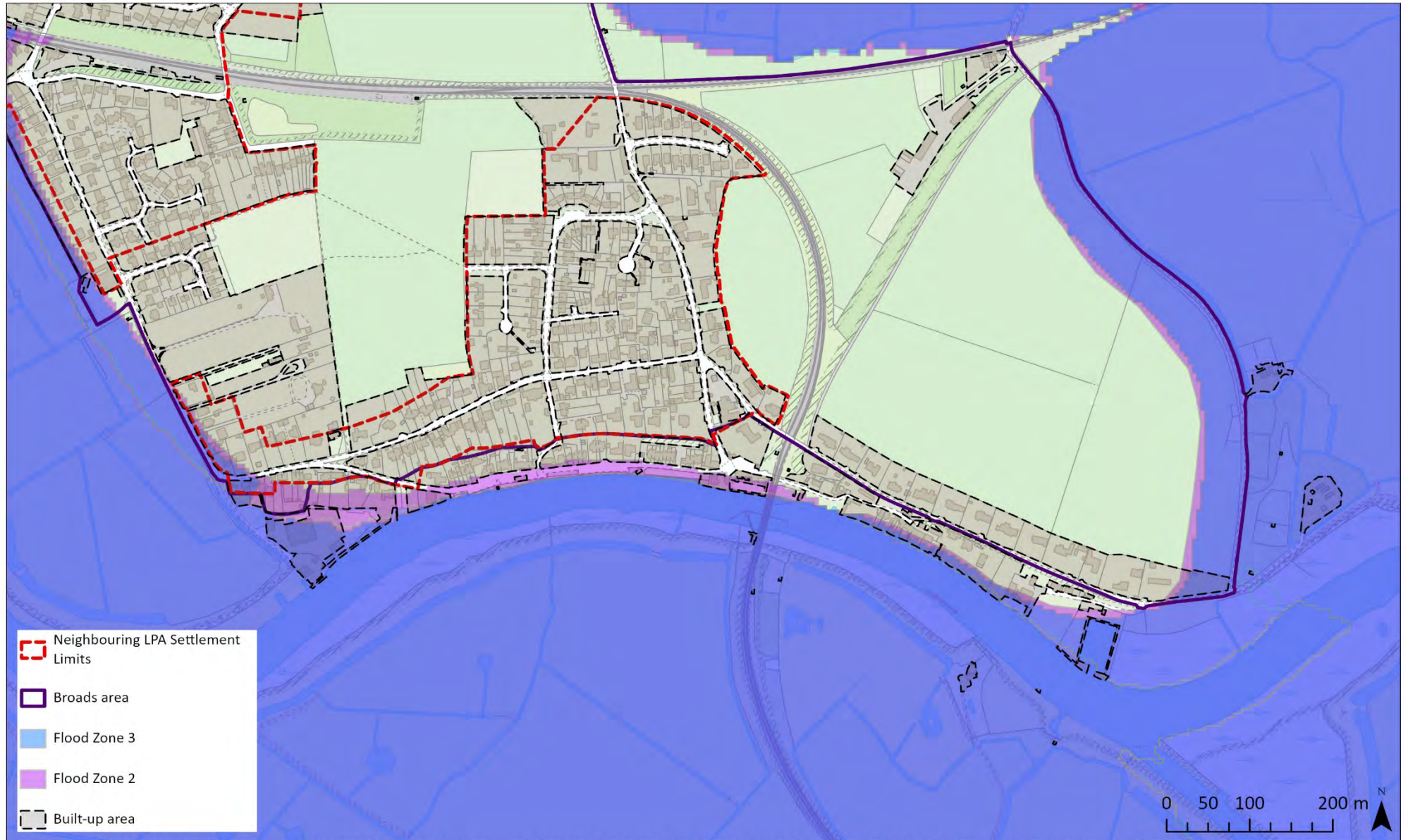
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# Reedham

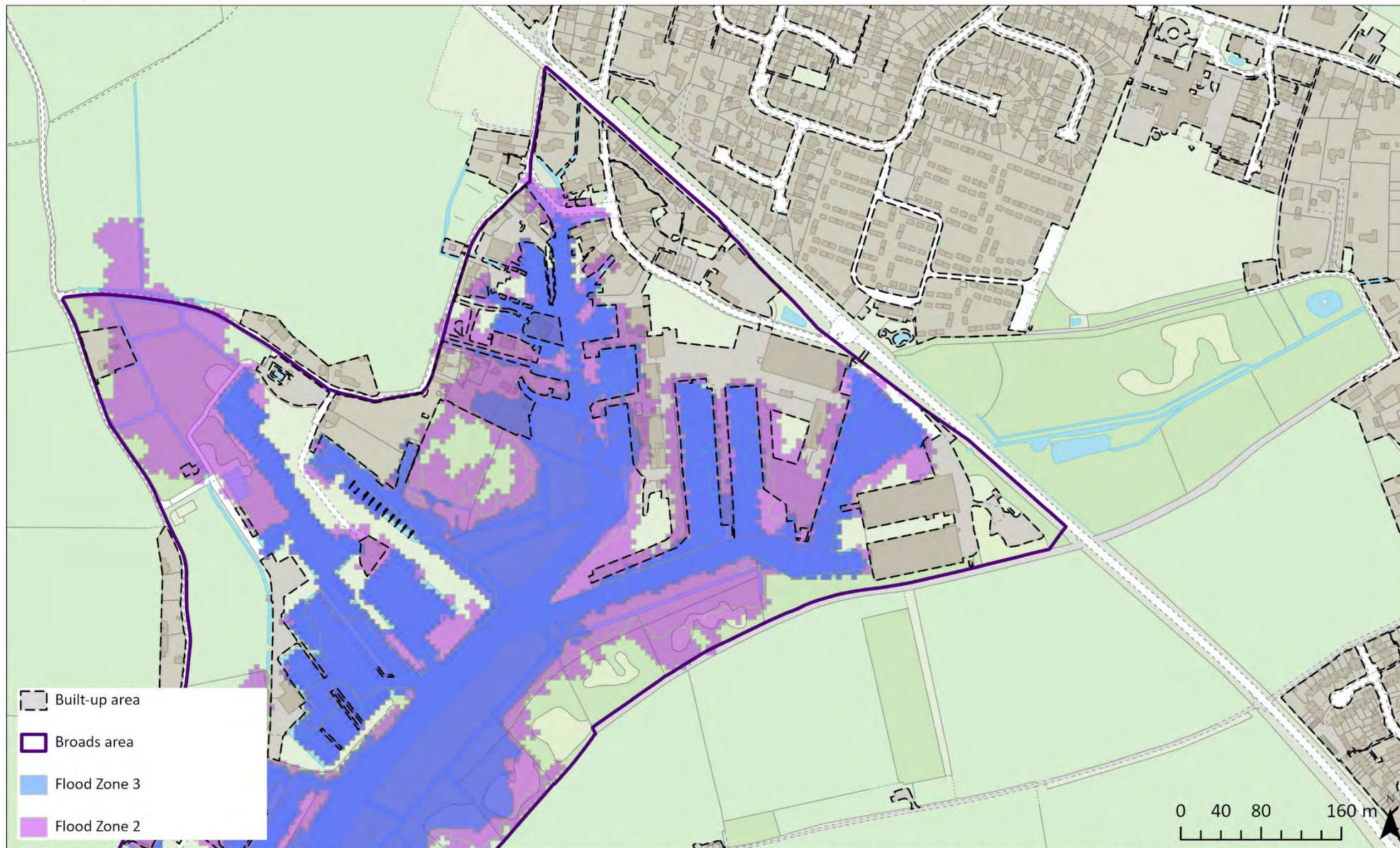
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# Stalham

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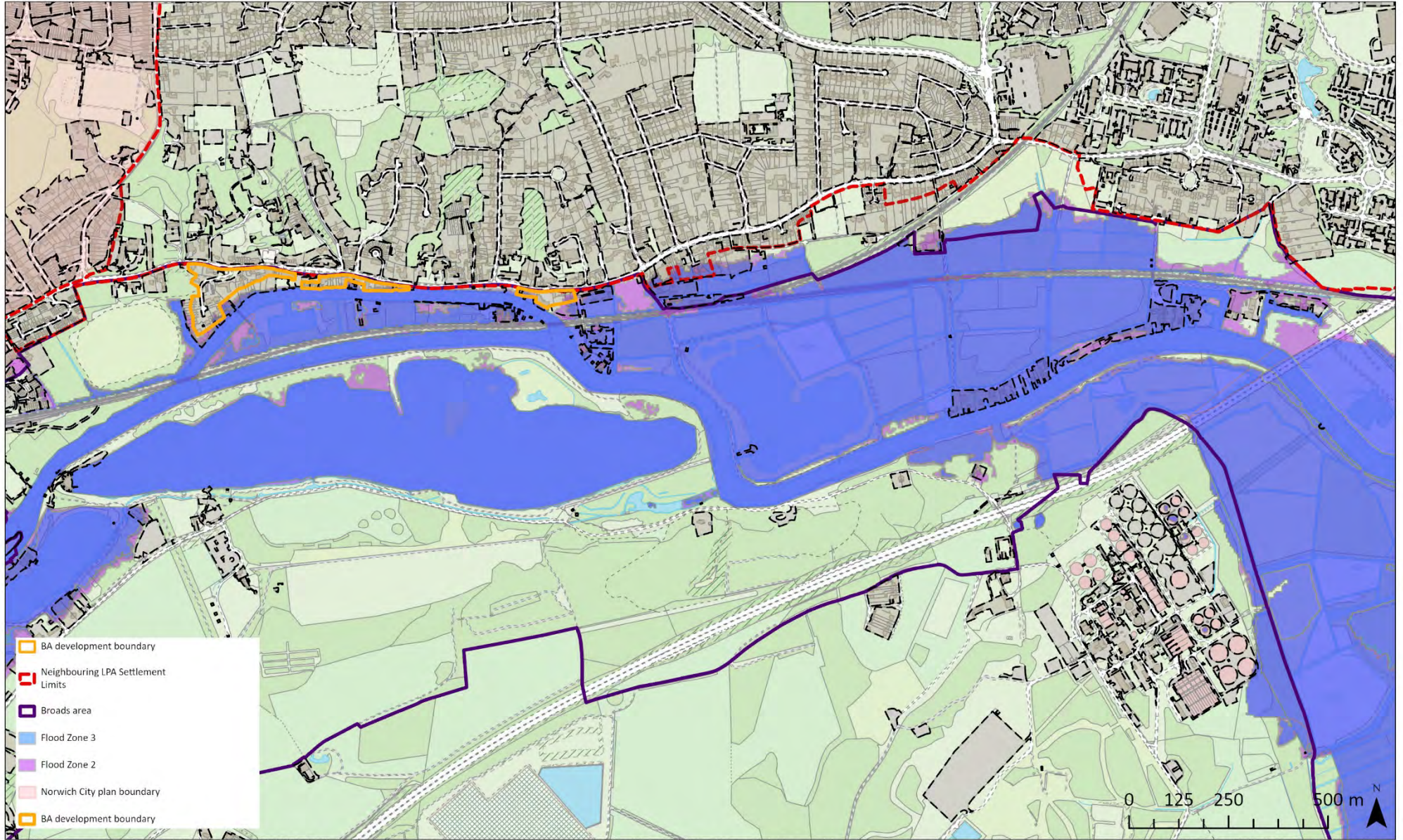


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# Thorpe St Andrew

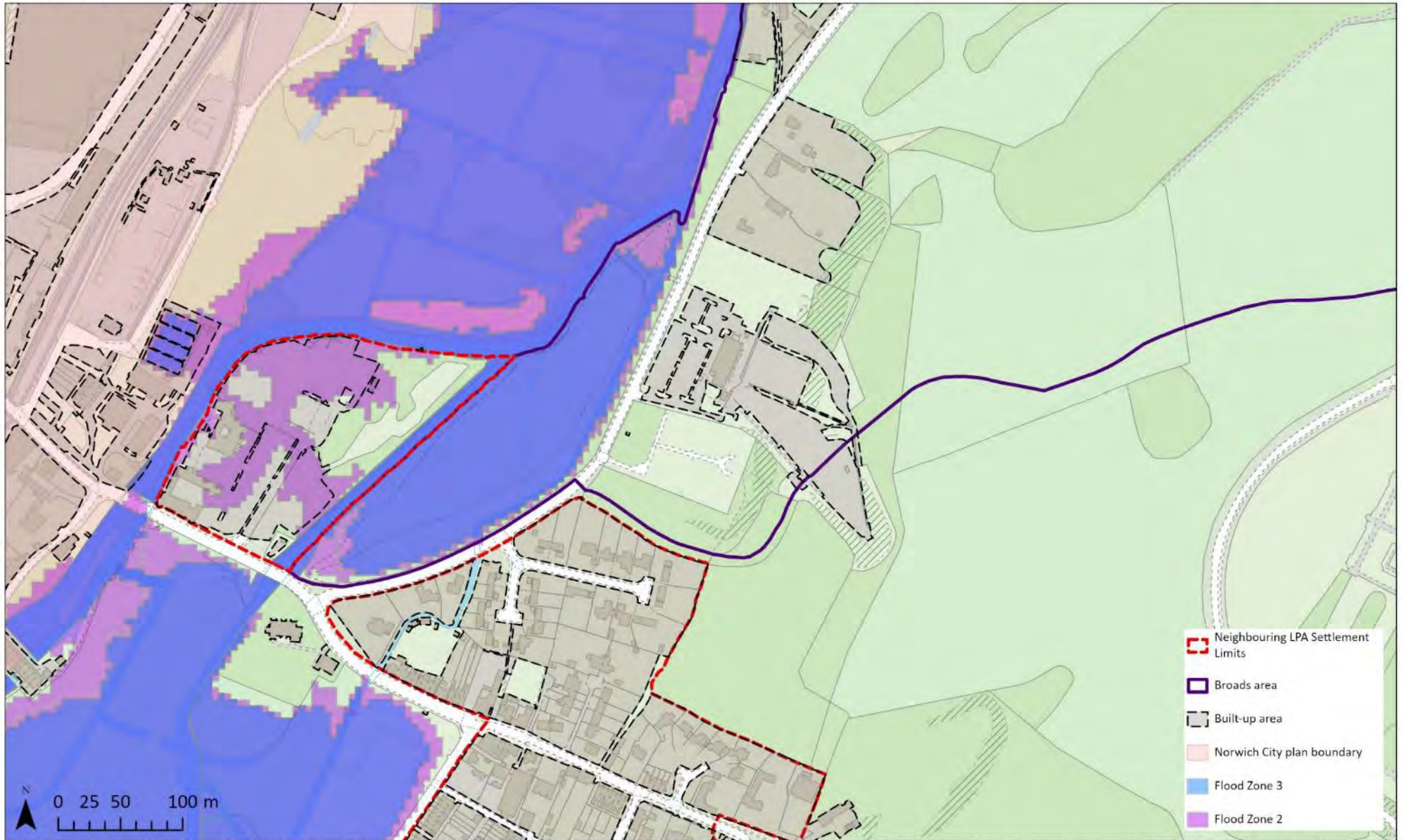
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# Trowse with Newton

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## Appendix 3: Issues and Options comments

Between October and December 2022, the Issues and Options version of the Local Plan was consulted on. The comments received with the BA response is as follows.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 37	Bradwell Parish Council	No comment	Noted.	No further action.
Question 37	Broads Society	The Society has no objections to the current development boundaries relating to the areas currently identified.	Noted.	No further action.
Question 37	East Suffolk Council	The Waveney Local Plan defines Settlement Boundaries around the built-up area of a number of settlements, including for the Waveney Local Plan part of settlements which also straddle the border with the Broads. Land outside of Settlement Boundaries (and allocations) is considered as the countryside where new residential, employment and town centre development will not be permitted except where in accordance with other policies in the Local Plan. The Settlement Boundaries can be viewed in the Waveney Local Plan policies maps here - <a href="http://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/policies-map/">www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/policies-map/</a> . Below are some settlement-specific comments:	Background information noted.	No further action.
Question 37	East Suffolk Council	<p>Oulton Broad</p> <p>The only development boundary in the current Broads Local Plan within the East Suffolk part of the Broads is Oulton Broad. It is noticeable that the area in the development boundary is partly located within flood zones 2 and 3. The area contained within the development boundary that is covered by flood zones 2 and 3 could increase in the future due to the impact of climate change.</p> <p>The Settlement Boundary as defined by Waveney Local Plan policy WLP1.2 follows the Broads Authority boundary through Oulton Broad itself. The two only deviate from each other further north near Camps Heath and Oulton in the south approaching Carlton Colville.</p> <p>The Oulton Broad Development Boundary extends southwards from Broadview Road and westwards from Commodore Road towards the water and includes housing that is not</p>	Comments noted and will be considered as the development boundaries for the new Local Plan are produced.	Consider this comment as produce Preferred Options version of the Local Plan.

Question	Respondent	Comment	BA response	Action for Local Plan
		included within the Waveney Local Plan Settlement Boundary. It is not considered necessary for the Development Boundary to be redrawn in the Broads Local Plan.		
Question 37	East Suffolk Council	<p>Beccles</p> <p>The Settlement Boundary in the Waveney Local Plan closely follows the Broads Authority Boundary along the northern and western edges of the town. The Settlement Boundary runs close to, but does not touch the Broads Authority Boundary in all places. It is noticeable that there are several waterside properties next to the River Waveney which are situated within the Broads Authority area but are clearly part of Beccles. The Council previously highlighted, in relation to the preparation of the current Broads Local Plan, that introducing a Settlement Boundary for Beccles would not be supported due to issues of character and flood risk. These matters are reflected in Table 7 of the Issues and Options consultation documents and should be given careful consideration.</p>	Comments noted and will be considered as the development boundaries for the new Local Plan are produced.	Consider this comment as produce Preferred Options version of the Local Plan.
Question 37	East Suffolk Council	<p>Bungay</p> <p>The Settlement Boundary in the Waveney Local Plan closely follows the Broads Authority Boundary, except around the Olland's Plantation. The Bungay Conservation area also extends eastwards into the Broads Authority area. Parts of the built-up area are within the Broads and therefore not within the Settlement Boundary. However, the Council previously highlighted, in relation to the preparation of the current Broads Local Plan, that introducing a Settlement Boundary for Bungay would not be supported due to issues of character and flood risk. These matters are reflected in Table 7 of the Issues and Options consultation documents and should be given careful consideration.</p>	Comments noted and will be considered as the development boundaries for the new Local Plan are produced.	Consider this comment as produce Preferred Options version of the Local Plan.
Question 37	East Suffolk Council	<p>Somerleyton</p> <p>Somerleyton Settlement Boundary, as designated by policy WLP1.2 (Settlement Boundaries) is drawn very tightly around the existing built up areas of the settlement. Somerleyton Conservation Area borders the Broads Authority area along its western edge and encompasses both Brickfields and Staithe Lane. There do not appear to be reasonable opportunities to introduce a development boundary into the Broads part of Somerleyton.</p>	Agreed.	No further action.
Question 37	South Norfolk Council	The approach appears to be generally consistent with Agreement 3 of the NSPF.	Support noted.	No further action.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 37	Suffolk County Council	The only settlements within the Broads with potential for development boundaries, of relevance to Suffolk County Council, are Beccles, Oulton Broad, Bungay and Ditchingham Dam. The only one of these settlements that currently has a development boundary is Oulton Broad. Suffolk County Council provided comments on the proposed development boundary in February/March 2022, as set out at Appendix 1 of the Development Boundaries Topic Paper. These comments from the County Council as LLFA and from the SCCAS remain valid and we have no further comments to make on this development boundary.	Noted.	No further action.
Question 37	Wroxham Parish Council	map incorrectly labelled "Hoveton" - map shows Hoveton & Wroxham.	Noted. Will ensure correct title.	Ensure title says 'Hoveton and Wroxham'.
Question 37	Broadland Council	The approach appears to be generally consistent with Agreement 3 of the NSPF.	Support noted.	No further action.
Question 37, 38, 39	Great Yarmouth Borough Council	The Borough Council offers no comment in relation to the existing development boundaries as these lie outside of our planning administrative area. The Borough Council has noted the most recent Broads' Settlement Study (2022) evidence base, including scorings for settlements based upon their access to services and facilities and potential suitability for development boundaries as commented in Table 7 of the current consultation document.	Noted.	No further action.
Question 37, 38, 39	Great Yarmouth Borough Council	The Borough Council is also in the process of preparing an update to its Settlement Study to inform the potential hierarchy of settlements and approach to development limits for its own Local Plan review. The Borough Council would therefore be keen to liaise with the Broads Authority to ensure that approaches taken to identify and justify development boundaries in settlements which straddle the shared planning boundary are complementary to the aims of both emerging development plans.	Noted. We would be happy to be involved.	Contact GYBC re their work.
Question 38	Bradwell Parish Council	No comment	Noted.	No further action.
Question 38	Broads Society	The study solely assesses 'walking distance and public transport against bus routes and not train routes. The example of Brundall is such that Authorities have failed to provide adequate provision for public access to Brundall Station and hence the scoring within the Study is inaccurate.	The study includes access to a train station and therefore it is not clear how the scoring is inaccurate.	No further action.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 38	Broads Society	Improved links and access for pedestrians and cyclists to Brundall Station is embodied within the vision and policies of the Brundall Neighbourhood Plan 2016-2026 and is impacted further by approved housing developments and the inevitable population increase of Brundall and surrounding areas.	In general, we would support the access to the train station being improved, however it seems the comments implies this is about access from the side of the rail lines that is in Broadland Council's area.	No further action.
Question 38	Brooms Boats	The study solely assesses 'walking distance and public transport against bus routes and not train routes. The example of Brundall is such that Authorities have failed to provide adequate provision for public access to Brundall Station and hence the scoring within the Study is inaccurate.	The study includes access to a train station and therefore it is not clear how the scoring is inaccurate.	No further action.
Question 38	Brooms Boats	Improved links and access for pedestrians and cyclists to Brundall Station is embodied within the vision and policies of the Brundall Neighbourhood Plan 2016-2026 and is impacted further by approved housing developments and the inevitable population increase of Brundall and surrounding areas.	In general, we would support the access to the train station being improved, however it seems the comments implies this is about access from the side of the rail lines that is in Broadland Council's area.	No further action.
Question 38	East Suffolk Council	East Suffolk Council broadly welcomes the Settlement Study, however, there are some additional elements that the Broads Authority may wish to consider for inclusion in the Settlement Study.	Noted.	See actions for each comment.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 38	East Suffolk Council	Allotments are a valuable community resource, providing residents with the opportunity to grow their own food. This in turn enables allotment holders to exercise and socialise. Therefore, there may be value in including them in appendix D of the Settlement Study. The East Suffolk Council: Suffolk Coastal Local Plan Settlement Hierarchy Topic Paper provides an example of where this has been done, see <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Final-Settlement-Hierarchy-Topic-Paper.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Final-Settlement-Hierarchy-Topic-Paper.pdf</a>	Noted and will add this as another consideration.	Amend study to assess provision of allotments.
Question 38	East Suffolk Council	Appendix D of the Settlement Study does also not include proximity to major towns as a consideration. The close proximity of a smaller settlement to larger settlement/market town provides access to a wider range of shops, employment opportunities, public services and other facilities and can therefore increase the sustainability of the smaller settlement and increases the feasibility of sustainable modes of transport. Again, the Suffolk Coastal Local Plan Settlement Hierarchy considered this. See <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Final-Settlement-Hierarchy-Topic-Paper.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Final-Settlement-Hierarchy-Topic-Paper.pdf</a>	This is considered. The facility or service considered might be in another settlement.	No change to study.
Question 38	East Suffolk Council	In addition to the comments above, please note that appendix D of the Settlement Study still refers to Beccles, Oulton Broad and Bungay as being located in Waveney. This should be updated to refer to East Suffolk.	Noted and will amend.	Amend study to say ESC rather than Waveney.
Question 38	Sequence UK LTD/Brundall Riverside Estate Association	2.90 No specific comments on the findings of the Settlement Study, which reflect our views on Brundall as a Key Service Centre with a good range of services and facilities.	Noted.	No further action.
Question 38	South Norfolk Council	The approach appears to be generally consistent with Agreement 3 of the NSPF. In respect of question 38, it is important to recognise how services and facilities are distributed across the broads authority area. Careful consideration needs to be given to ensuring that important services and facilities are maintained, and it may be the case that some of these may not be in the best served villages. In this regard, when determining the location of new development consideration should be given to paragraph 79 of the NPPF which sets out that where there are groups of smaller settlements, development in one village may support services in a nearby village.	Noted.	Consider these sections of the NPPF when producing housing sections of the Preferred Options.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 38	Broadland Council	The approach appears to be generally consistent with Agreement 3 of the NSPF. In respect of question 38, it is important to recognise how services and facilities are distributed across the broads authority area. Careful consideration needs to be given to ensuring that important services and facilities are maintained, and it may be the case that some of these may not be in the best served villages. In this regard, when determining the location of new development consideration should be given to paragraph 79 of the NPPF which sets out that where there are groups of smaller settlements, development in one village may support services in a nearby village.	Noted.	Consider these sections of the NPPF when producing housing sections of the Preferred Options.
Question 39	Anglian Water	3.35. The Settlement Study sets a direction for sustainable growth, but this needs to be informed by constraints to delivering the housing needs of The Broads particularly in relation to the availability of suitable and deliverable sites that can access, and be supported by, resilient infrastructure and facilities. This should factor in embedded (capital) carbon. The Development Boundaries Topic Paper is helpful in this regard, but we recognise that this will be consolidated with other evidence as it emerges, to provide a comprehensive evidence base on appropriate and sustainable locations for long term growth through the Sustainability Appraisal. It is noted that many of the locations identified in the Development Boundaries Topic Paper have areas of flood risk, which will have implications for future growth.	Yes, the settlements study and the development boundaries proposed are a starting point, and each application may have other constraints that need addressing if they can. AWS have been asked to comment on the sites put forward as part of the Call for Sites.	Await AWS comments on sites put forward as part of the Call for Sites.
Question 39	Bradwell Parish Council	No Comment	Noted.	No further action.
Question 39	East Suffolk Council	It is important to take account of the settlement boundaries defined by other local authorities. Development boundaries defined by the Broads Authority should therefore be defined having regard to the criteria used by neighbouring local authorities. Settlement boundaries defined by the Waveney Local Plan closely follow the built-up area of a settlement, as well as landscape features such as hedgerows. Therefore, it is important for	This seems to be about the actual form of the development boundary and the	Liaise with districts about how they draw development boundaries to see if the BA ones should



Question	Respondent	Comment	BA response	Action for Local Plan
		any development boundaries defined by the Broads Local Plan to take a similar approach, along with considerations of the statutory purposes and special qualities of the Broads. For information, a link to the Waveney Local Plan Settlement Boundaries Topic Paper can be found below. <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/C38-Topic-Paper-Definition-of-Settlement-Boundaries.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/C38-Topic-Paper-Definition-of-Settlement-Boundaries.pdf</a>	idea is logical and we will look into that.	be changes to fit with their approach.
Question 39	RSPB	The impact of either maintaining or extending the area of hard standing with obvious rapid run-off doesn't seem to be considered. This will be important given the trend for extreme, heavy rain events and the need for water to flow off by gravity.	The settlements study and the development boundaries proposed are a starting point, and each application may have other constraints that need addressing if they can. Indeed, the Local Plan has a policy relating to flood risk and SuDS.	No further action.
Question 39	Sequence UK LTD/Brundall Riverside Estate Association	<p>2.92 We note that the Development Boundary Topic Paper is currently a guide for the Issues and Options consultation and will be developed further in response to the consultation responses. Therefore, we trust that our comments below for question 40 with regard to the suitability of the Riverside Estate being included within an extended development boundary for Brundall will be considered within that update.</p> <p>2.93 In response to the topic paper itself, we note the summary in the table in section 3 referencing Brundall Riverside comprising boatyards and residential (holiday let) to the south of the railway. The reference to the estate being 'over the railway from the main settlement' is unhelpful as it would suggest a degree of separation when as set out below, the Riverside Estate abuts the current settlement limit with the crossing on Station Road which does not act as a barrier. There are also ongoing discussions with regard to enhancements to Station Road and those linkages.</p> <p>2.94 We recognise the majority of the Riverside Estate lies within the higher risk flood zones</p>	Noted, but the Brundall Riverside area is over the railway. See also response to question 40.	No further action.

Question	Respondent	Comment	BA response	Action for Local Plan
		but this should not preclude its inclusion within the development boundary / settlement limit. It is not clear what is meant by 'entire areas subject to policies in the Local Plan already' but again this would be not be a basis for not including the estate within a development boundary.		
Question 39	South Norfolk Council	The approach appears to be generally consistent with Agreement 3 of the NSPF.	Support noted.	No further action.
Question 39	Broadland Council	The approach appears to be generally consistent with Agreement 3 of the NSPF.	Support noted.	No further action.
Question 40	Bradwell Parish Council	With ongoing rising sea levels building on possible flood plans seems highly questionable.	National policy is clear in relation to building in such areas and the Broads Authority has a history of upholding flood risk policy.	No further action.
Question 40	East Suffolk Council	The Definition of Settlement Boundaries Topic Paper sets out how settlement boundaries are defined in the East Suffolk Council: Waveney Local Plan <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/C38-Topic-Paper-Definition-of-Settlement-Boundaries.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/C38-Topic-Paper-Definition-of-Settlement-Boundaries.pdf</a> Settlement boundaries are drawn close to the built-up area of a settlement and tend to follow features in the landscape such as hedges and trees. Comments on individual settlements have been provided in response to question 37 above.	This seems to be about the actual form of the development boundary and the idea is logical and we will look into that.	Liaise with districts about how they draw development boundaries to see if the BA ones should be changed to fit with their approach.
Question 40	RSPB	None	Noted.	No further action.
Question 40	Sequence UK LTD/Brundall	We would suggest the Brundall Riverside Estate is incorporated within the development boundary for Brundall. The image below shows the current settlement limit for Brundall within the Broadland Site Allocations DPD 2016. (image shows BDC site allocations map).	Noted. Although by providing a development	Consider this advice as the approach to development

Question	Respondent	Comment	BA response	Action for Local Plan
	Riverside Estate Association	2.96 The above image shows that the settlement limit runs essentially to the railway line to the south of Brundall which marks the boundary between the respective local authority area of Broadland District Council and the Broads Authority. However, we are of the view that the extension of the boundary south to incorporate the Brundall Riverside Estate would be a logical extension, as shown on the image below. 2.97 The extension of the development boundary to the south would include land that is contiguous with the current boundary and contains a significant concentration of residential properties, holiday accommodation and business uses including boatyards, in a sustainable location with excellent access to Brundall train station. It would therefore seem wholly appropriate for it to be included within an extended settlement boundary for Brundall to reflect that this is a developed area, which will see further (re)development and diversification, and is demonstrably not countryside.	boundary there, that would effectively be promoting the area for residential dwellings, rather than holiday homes and businesses. Flood risk is a key issue with the area almost entirely flood zone 3a and indicative flood zone 3b so residential might not be allowed there to reflect flood risk.	boundaries is worked up.

## Appendix 4: Sustainability Appraisal of development boundaries policy options

This is a new appendix.

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 assessment – development boundaries or criteria-based policy.

		A: Criteria-based development boundary policy	B: Plan based development boundary policy
ENV1	?	<p>In general, the effect of this approach is uncertain as it depends on the criteria and how they are applied. On one hand, this approach could help protect the character of the Broads, but on the other hand, development would not necessarily be focussed in existing build up areas</p>	+ The development boundaries will be around areas with key services that could be accessed by all modes of transport.
ENV2			
ENV3	?		? Development boundaries could mean development in areas where general impacts on biodiversity are less than in more rural areas. But with Biodiversity net gain coming in, the impact of habitat being lost could be reduced. But on the other hand, preventing loss rather than replacing could be seen as better.
ENV4	?		+ Development boundaries could mean development in areas where general impacts on landscape are minimal because the area is generally built up.
ENV5			
ENV6			
ENV7	?		+ Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.
ENV8			
ENV9			
ENV10			
ENV11			
ENV12			
SOC1	?		+ The development boundaries will be around areas with key services that could be accessed by all walking, cycling and wheeling.
SOC2	?		+ By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.
SOC3			
SOC4	?	+ In theory, housing is acceptable within a development boundary, subject to details.	
SOC5			
SOC6	?	+ The development boundaries will be around areas with key services that could be accessed by all modes of transport.	
SOC7			
ECO1			
ECO2			
ECO3			

Areas to potentially apply development boundaries.

	Brundall Riverside	Horning	Hoveton and Wroxham	Oulton Broad	Thorpe St Andrew	Filby
ENV1	- The access for pedestrians and vehicles to the area is constrained. There is a level crossing and the road on the northern side of the level crossing does not have a footway for the entire length and given the elevations either side of the road and that the land seems to be in private ownership, it is not clear how footways can be provided. People would have to walk in the road so that could detract from walking. The access is a concern to the Highways Authority.	+ No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.	+ No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.	+ No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.	+ No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.	+ No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.
ENV2						
ENV3	+ No protected sites within the proposed development boundary. Broadland SPA over the river. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Nutrient enrichment and recreation impacts will need to be mitigated for.	- No protected sites within the proposed development boundary. Broadland SPA over the river. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Recreation impacts will need to be mitigated for. Water Recycling Centre has issues associated with flows which ultimately affect nutrient load.	+ No protected sites within the proposed development boundary. No protected sites close by. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Nutrient enrichment and recreation impacts will need to be mitigated for.	+ No protected sites within the proposed development boundary. Broadland SPA over the Broad. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Recreation impacts will need to be mitigated for.	+ No protected sites within the proposed development boundary. Near Carey's Meadow, but not likely to cause issues. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Nutrient enrichment and recreation impacts will need to be mitigated for.	+ No protected sites within the proposed development boundary. Close to SAC and SSSI. Part of Filby in SSSI impact zone. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Recreation impacts will need to be mitigated for.
ENV4	+ Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+ Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+ Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+ Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+ Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+ Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance. Whilst out the rear of the dwellings, there are long gardens which are characteristic of the area, these have been excluded from the development boundary. Furthermore, the settlement fringe landscape character type has influenced the proposed development boundary.
ENV5						
ENV6	? Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	? Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	? Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	? Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	? Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	? Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.
ENV7	? Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land. However, in this area, there does not seem	+ Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.	+ Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.	+ Development boundaries may contain areas of brownfield land that could be used for development and therefore there	+ Development boundaries may contain areas of brownfield land that could be used for development and therefore there	+ Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.

	Brundall Riverside	Horning	Hoveton and Wroxham	Oulton Broad	Thorpe St Andrew	Filby
	to be any land that could be developed for dwellings and as such this rates as a ?. The boatyards are generally protected by other local plan policies.			could be benefits relating to efficient use of land.	could be benefits relating to efficient use of land.	
ENV8						
ENV9	? There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	? There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	? There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	? There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	? There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	+ No heritage assets withing or nearby the development boundary.
ENV10						
ENV11						
ENV12						
SOC1	? There are key services within walking distance and walking and cycling benefit health. That being said there is no footway for the entire length of Station Road and as such, people would have to walk in the road so that could detract from walking.	+ Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.	+ Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.	+ Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.	+ Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.	+ Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.
SOC2	+ By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+ By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+ By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+ By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+ By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+ By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.
SOC3						
SOC4	+ In theory, housing is acceptable within a development boundary, subject to details	+ In theory, housing is acceptable within a development boundary, subject to details	+ In theory, housing is acceptable within a development boundary, subject to details.	+ In theory, housing is acceptable within a development boundary, subject to details	+ In theory, housing is acceptable within a development boundary, subject to details	+ In theory, housing is acceptable within a development boundary, subject to details
SOC5						
SOC6	- There are key services nearby which can be accessed using the bridge over the railway or the level crossing by walking and level crossing by cycling. However, there is not a footway for the entire length north of the level crossing. People walk in the road so that could detract from walking. The Highways Authority have concerns.	+ Key services in settlement of shop and employment (boat yards). Bus service to higher order settlement within walking distance of the centre.	+ Many key services within settlement within walking and cycling distance.	+ Many key services within settlement within walking and cycling distance.	+ Many key services within settlement within walking and cycling distance.	+ key services within settlement within walking and cycling distance: a primary school, everyday shop and post office.
SOC7						
ECO1						
ECO2						
ECO3						

## Appendix 5: Proposed draft development boundary Policy

Policy PUBDM44: Residential development within defined development boundaries

See Development Boundaries Map Bundle: <https://www.broads-authority.gov.uk/development-boundaries.pdf>

1. New residential development will only be permitted within defined development boundaries and must ~~be compatible~~ comply with other policies of the Development Plan.
2. Development will be of a scale that is suitable and appropriate for the size of the site and settlement and will reflect the character of the area.
3. Development boundaries are identified on the policies maps for the following settlement areas:
  - a) Oulton Broad
  - b) Thorpe St Andrew
  - c) Wroxham and Hoveton
  - d) [Filby](#)

### Constraints and features

- Depending on location, some of the areas may be affected by surface water flooding, groundwater flooding, reservoir flooding.
- a) **Oulton Broad**
    - Area is within Oulton Broad Conservation Area
    - High potential for archaeological remains in the area
    - Flood risk (mainly zone 1, plus some 2 & 3, by EA mapping and mostly 1 with some 2, 3a and indicative 3b using SFRA 2018)
    - Nearby listed buildings
  - b) **Thorpe St Andrew**
    - Area is within Thorpe St. Andrew Conservation Area
    - Flood risk (mainly zone 2, some zones 1 & 3, by EA mapping and mostly 1 with some 2, 3a and modelled 3b using SFRA 2017)
    - The bounded area includes safeguarded minerals (sand and gravel) resources, but the Minerals Planning Authority has advised this is unlikely to constrain the type and scale of development supported by the Policy
    - Large number of listed buildings
  - c) **Wroxham and Hoveton**
    - Close to SPA and SAC
    - Lies partly within Wroxham Conservation Area
    - Flood risk (mainly zone 3 by EA mapping, and partly zones 1 & 2 and 1, 2, 3a and indicative 3b using SFRA 2017)



- The SFRA shows almost all of the area is at risk of flooding
- Capacity of minor roads in the area
- Wroxham Bridge is a Scheduled Monument
- The Grange - Grade II listed

**d) Filby:**

- Some protected trees in the area.
- EA flood zone 2 and 3 and SFRA indicative flood zone 3 covers some properties and gardens.
- Close to SAC and SSSI.
- Part of Filby in SSSI impact zone.
- Settlement fringe landscape type nearby.

**Reasoned Justification**

The purpose of a development boundary is to consolidate development ~~around~~ in sustainable locations within existing built-up communities where there is a clearly defined settlement. ~~and where~~ In these locations further development, if properly designed and constructed, and of an appropriate scale would not be incongruous with ~~or intrusive because of the size of~~ the settlement. Development Boundaries promote sustainable development through ~~have~~ the twin objectives of focusing ~~most of the~~ development towards existing settlements while also protecting the surrounding countryside.

Early in the evolution of the Broads Local Plan, consideration was given to the merits of not having development boundaries, but it was concluded that they are an essential ~~useful~~ tool in promoting sustainable development in the Broads.

Development is directed to areas with Development Boundaries as listed in the policy and defined on the Local Plan Policies Map. Development in these areas could be acceptable in principle, notwithstanding other policies, constraints, and other material considerations. ~~It is important to note that~~ However, just because an area has a Development Boundary, it does not mean that all proposals for development in the area will be approved ~~are necessarily acceptable~~. The sensitivities of the Broads in terms of biodiversity, landscape, cultural heritage, and flood risk mean that careful consideration must be given to the appropriateness of developing a site, and each proposal will be determined against this and other policies of the Local Plan. Outside the defined Development Boundaries, new residential development will not be permitted except in the circumstances defined in the other housing policies.

Recently, Transport East undertook work looking into Transport Related Social Exclusion (TRSE). This could mean being unable to access services such as childcare, health provision and leisure opportunities, having limited choices of good job and education opportunities,

facing poverty and financial hardship because of transport costs or facing significant stress and anxiety from using the transport system as part of everyday life. Transport East says there are several identified contributors to TRSE, including poor provision of local public transport, unsuitable conditions to facilitate walking, cycling and wheeling in car-dominated environments, and a high-level of car dependency that result from these factors. Directing development to areas with services and good public and other sustainable transport provision is important.

To support the Authority's approach, a [Development Boundaries Topic Paper](#) and a [Settlement Study](#) have been produced. This work assesses the suitability of settlements for Development Boundaries and seeks to justify why the three areas (Oulton Broad, Thorpe St Andrew and Wroxham and Hoveton) have Development Boundaries.

Development Boundaries are also important for residential moorings. One of the key criteria of policy [PUBDM46](#) relates to the mooring being within or adjacent to a Development Boundary (a Broads Authority Development Boundary or one of our constituent Councils'). The Authority also regards other sites as suitable for residential moorings that are not adjacent to Development Boundaries. These sites, which are allocated in the Local Plan, are in Brundall ([PUBBRU6](#)), ~~Lodden and~~ Chedgrave (~~POLOD1 and~~ [PUBCHE1](#)) Gillingham ([PUBGIL1](#)), Somerleyton ([PUBSOM1](#)) and Stalham ([PUBSTA1](#)). While the sites covered by these policies are not deemed suitable for Development Boundaries to reflect constraints on the land, they are still accessible to services and facilities that make them suitable for residential moorings.

Some development proposals could be acceptable outside of Development Boundaries in exceptional circumstances, although this will depend on detail, constraints in the area and accordance with other adopted policies and the NPPF, such as [PUBDM47](#) (dwellings for rural enterprises) and [PUBDM50](#) (replacement dwellings).

If a proposal is considered to potentially have an effect on a habitat site, it will need to be considered against the Habitats Regulations and a project level Appropriate Assessment undertaken. With respect to recreation impacts, development would need to mitigate, and this would most easily be done by paying either the Norfolk or Suffolk Coast RAMS tariff (and depending on scale, there may be a need for green infrastructure provision). Proposals for development in Thorpe St Andrew and Wroxham and Hoveton face nutrient enrichment issues and mitigation will be required.

### **Development Boundary for Hoveton and Wroxham**

This combined area is one of the largest concentrations of development, population, and services in the Broads. It has a range of shopping, employment opportunities, leisure and health facilities and relatively frequent rail and bus services. Although there is little

undeveloped land (aside from gardens and public spaces), there has ~~long~~ been a gradual renewal and replacement of buildings and uses within the area, and there is a limited number of derelict or underused sites ~~ripe~~ for redevelopment. The development boundary excludes areas identified as open space and includes boatyards and other development on the south (Wroxham) bank. It also complements the Hoveton ~~Town~~ Village Centre policy (PUBHOV5) in continuing the focus of retail and related development in the village centre. Parts of the area are at risk of flooding and the relevant Local Plan and National Planning Policy Framework Policies will apply. A site-specific flood risk assessment may be required to establish the degree of risk for any planning applications.

### **Development Boundary for Oulton Broad**

Together with Lowestoft, the area has a wide variety of services, facilities, and employment opportunities. Although most of these are at some distance from the area under consideration, there is a bus and train service, and the short distances involved mean that walking and cycling are feasible options. The development boundary has been drawn to generally exclude the edge of the Broad except where there is already significant built development. This is to discourage building on the waterfront for flooding and landscape reasons, and to encourage continuance of the overall level of trees and planting that provides an important part of the setting of the Broad and contributes to its value for wildlife. Parts of the area are at risk of flooding. The relevant Local Plan and National Planning Policy Framework Policies will apply, and a site-specific flood risk assessment may be required to establish the degree of risk to a proposal. In the light of the potential for archaeological remains in the area an archaeological survey may be required in advance of any grant of planning permission.

### **Development Boundary for Thorpe St Andrew**

Only part of the south side of Yarmouth Road in Thorpe St Andrew is within the designated Broads area. Elsewhere, Broadland District Council is the local planning authority, and this part of Thorpe St Andrew is urban in character. Thorpe itself has a range of facilities and services, including employment opportunities and good public transport links to the extensive facilities of Norwich (also within cycling distance). Although there is a range of buildings and uses within the identified boundary, in practice it is not anticipated that there will be a great deal of development ~~in the foreseeable future~~. The development boundary provides additional scope for some redevelopment if opportunities arise, subject to flood risk - the relevant Local Plan and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk.

### **Development boundary for Filby**

The western side of Thrigby Road is within the designated Broads area. Elsewhere, Great Yarmouth Borough Council is the local planning authority. The part of Filby in the Broads is urban in nature along the road frontage but backs onto Filby Broad. Filby itself has some

facilities and services including, a primary school, everyday shop and post office. Although there is a range of buildings and uses within the identified boundary, in practice it is not anticipated that there will be a great deal of development. The development boundary provides additional scope for some redevelopment if opportunities arise, subject to flood risk - the relevant Local Plan and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk.

## Appendix 6: Comments received as part of the Preferred Options consultation

Section	Name	Organisation	Comment
Development Boundary Topic Paper	Sam Hubbard	Great Yarmouth Borough Council	The preferred approach of not identifying any development boundaries within the Broads area of the Borough and the development limits topic paper that forms part of the evidence base is noted. Whilst the Borough Council considers this approach to largely be consistent with Borough Council's approach to development boundaries in settlements which straddle the shared planning boundary, it is not clear why development boundaries have not been defined within the area west of Thrigby Road in Filby or surrounding River Walk within Great Yarmouth. Whilst parts of these areas are within flood zone 3, the currently adopted Great Yarmouth Local Plan identifies development limits within similar areas of flood risk. It may be more appropriate to include such areas within development boundaries and rely upon the completion of the flood risk sequential and exception tests where applicable.
Development Boundary Topic Paper	Sam Hubbard	Great Yarmouth Borough Council	Appendix 2 of the development limits topic paper does not appear to have taken into account the neighbouring development limit for Filby (to the east of Thrigby Road), as has been mapped in other areas.
PODM43: Residential development within defined Development Boundaries	Dickon Povey	East Suffolk Council	This approach is supported.
PODM43: Residential development within defined Development Boundaries	Dickon Povey	East Suffolk Council	Development Boundary for Oulton Broad section. Presumably this means to say: '...and a site-specific flood risk assessment may be required...
PODM43: Residential development within defined Development Boundaries	Paul Harris	Broadland and South Norfolk Councils	The Council supports the approach to focusing development within areas with services.
PODM43: Residential development within defined	Tessa Saunders	Anglian Water	Anglian Water agrees with the aims of the policy and the need to be consistent with other policies in the plan. We acknowledge that the statement in the supporting text that "development could be acceptable, notwithstanding other policies, constraints and material

Section	Name	Organisation	Comment
Development Boundaries			<p>considerations", would address our key concerns around flood risk, infrastructure capacity, and resilience over the longer term. We agree with the justification for not including a development boundary for Horning in Development Boundary Topic Paper (updated August 2023) - however, it would be helpful to provide a link to the Anglian Water Statement of Fact, in addition to the Joint Position Statement to provide a complete factual position for Horning and capacity at the WRC.</p>

# Heritage Asset Review Group

## Notes of the meeting held on 13 December 2024

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### Present

Harry Blathwayt – in the Chair, Stephen Bolt, Mark Collins, Tony Grayling, Tim Jickells, Gurpreet Padda and Melanie Vigo di Gallidoro

### In attendance

Jason Brewster – Governance Officer and Kate Knights – Historic Environment Manager

## 1. Notes of HARG meeting held on 14 June 2024

The notes of the meeting held on 14 June 2024 were received. These had been submitted to the Planning Committee on 19 July 2024.

## 2. Historic Environment Team progress report

The Historic Environment Manager presented the report providing an update on progress with key items of work by the Historic Environment Team between 15 June to 13 December 2024.

## Conservation Areas – update

### Neatishead Conservation Area

The Historic Environment Manager (HEM) confirmed that the public consultation on the Neatishead Conservation Area appraisal had been undertaken between 2 August and 14 October 2024. The consultation consisted of notifying all the owners of proposed locally listed properties, a leaflet was distributed to all residents and businesses within the Conservation Area plus a drop-in session was arranged at Victory Hall within the village of Neatishead. The drop-in session coincided with the weekly market which proved beneficial in securing feedback from a number of local people. The Historic Environment Team (HET) was in the process of reviewing all the consultation feedback submitted and would then make further amendments to the appraisal as required. The aim was to bring the final version of the Neatishead Conservation Area Appraisal to the Planning Committee for endorsement early in 2025.

### Somerleyton Conservation Area

The HET had started to liaise with East Suffolk Council (ESC) regarding the appraisal of the Somerleyton Conservation Area. Only a small fraction of this Conservation Area fell within the Broads Executive Area, however this area included land used to gain access to the River Waveney, which was historically utilised by the local brick works, an important heritage site. The HET would help the ESC prioritise the heritage in the Broads part of this Conservation Area and the ESC would review the Conservation Area's boundary to ensure it was still appropriate.

## Listed buildings

### Quinquennial Survey

The HEM explained that the remaining buildings to be visited as part of the quinquennial survey were more remote and difficult to access and the rate of visits had slowed to reflect the increased travel/access time required. Since June 2024 a number of properties had been surveyed including:

**[Decoy Farmhouse](#), Hemsby:** This early 19<sup>th</sup> century Grade II listed farmhouse was located on the south-west boundary of Hemsby with Ormesby Broad less than a mile to the west. The property was found to be in pretty sound condition although some maintenance was required to the hood above the front door and some windowsills. The HET had met with the owner on site and they were fully aware of the work required and were prepared to progress this work

**[No Name Farmhouse](#), Fleggburgh:** A late 17<sup>th</sup> century with 18<sup>th</sup> century additions Grade II listed farmhouse (now named Florence Farm). This farm had been abandoned at the latter half of the 20<sup>th</sup> century and had been extensively refurbished and made habitable in the early 2000's.

**[Commission Mill](#) and [Commission Mill Cottage](#), Stokesby with Herringby:** Located on the northern bank of the River Bure to the west of Stokesby village, Commission Mill is an early 19<sup>th</sup> century Grade II listed drainage windpump built by William Rust. The structure consisted



of a 4 storey brick tower with a flat timber roof covering, no sails or cap were present. The mill's brickwork was generally sound although the western elevation, facing the prevailing wind, was showing some signs of wear. Some of the timber panelling beneath the cap was missing which meant the building was open to the elements. The HET would contact the owner to discuss how to preserve this building. At the same location was the Grade II listed Commission Mill Cottage a simple whitewashed brick building with parapet gables and thatched roof dating from the late 18<sup>th</sup> century (now used as a holiday cottage). This building had undergone some sympathetic repairs and was in good order although there was some cracking on the rear elevation due to settlement. The HET would discuss the cottage when contacting the owner about the mill. The site was overgrown in places which made accessing the buildings difficult and this would be raised with the owner.

#### [Churchyard railings west and north-west of church wall, north-east and south of church,](#)

**Church Plain, Loddon:** Grade II listed mid-19<sup>th</sup> century cast iron railings in gothic style designed by J S Benest, a well-known 19<sup>th</sup> century architect. The railings were noted for their trefoil headed spaces between shafts with quatrefoil frieze at base and spiked moulded top rail, slim Gothic panelled stanchions with crocketed pinnacles and supporting brackets. The railings were mounted on a low brick plinth with stone coping, with octagonal ashlar pier at the north-west corner and similar gate piers at south end. The churchyard itself was associated with the [Church of the Holy Trinity](#), a parish church dating from the late 15<sup>th</sup> century and was a rare example of a church that had not been “modernised” during the Victorian period and as a result was Grade I listed. The HEM reported that only part of the railings fell within the Broads Executive Area and within these relevant sections some of the panels were completely lost and some panels were held in place with cable ties. The HET would report this matter to the diocese in the first instance.

#### **New listings**

The Historic Environment Manager (HEM) provided an update on the outcome of a recent assessment by Historic England for National Listing of 14 waterside buildings (as reported at the [HARG meeting on 8 September 2023](#), the Authority had submitted 16 properties for National Listing). The submission capitalised on the investigation and classification work undertaken by the Heritage Planning Officer (HPO) to complete a dissertation on historic chalets of the Broads as part of her training. This work had also been used to inform the Authority's planning guidance for owners of waterside buildings and chalets.

The HEM provided a brief history of chalets within the Broads covering the correlation between the improved railway network to the Broads and the popularity of waterside buildings, the local companies, builders and craftsmen that serviced this market and the design patterns and features associated with these structures.

The HEM confirmed that Historic England had assessed the properties against a detailed set of criteria and the final decision was then taken by the Secretary of State for Culture, Media and Sport. The HEM indicated that not all the 14 properties had been fully assessed as not all the owners could be identified or contacted. Of the ones that had been assessed, the Department for Culture, Media and Sport had listed nine waterside buildings, all at Grade II:

**Staithcote, Wroxham**: Originally built in 1911 as a boathouse, Staithcote was extended, with the addition of a waterside chalet above, by 1913. The 1.5-storey chalet was timber-framed with weatherboarded walls to the boat house and a thatched roof. The building had an unusual layout with many original features including traditional pargetted (relief patterned) lime rendered walls, reed fleeking (mat underside to thatched roof) and some internal doors had glazed panels using Pilkington's 'Shiplyte' glass.

**Leisure Hour, Hoveton**: A well preserved example of an early 20<sup>th</sup> century Broads chalet in the picturesque style favoured in the northern Broads, consisting of a timber frame, timber boarded walls and thatched roof.

**Birch and Jada, Horning**: An unusual semi-detached single storey pair of chalets built in 1928 from timber with shiplap board cladding and a thatched roof. Both corners of the river facing elevation had corner windows that provided good views up and down the river.

**Mill View, Potter Heigham**: An early 20<sup>th</sup> century waterside bungalow with weatherboard walls supplemented on three sides with cedar shingles, a pitched metal roof with a veranda along the principal elevation. The building demonstrated some decorative flourishes with finials at each apex and ornate spandrels at the top of each of the veranda's four pillars.

**Dutch Tutch and associated outbuilding, Potter Heigham**: Dutch Tutch began life as a helter-skelter at the end of the Britannia Pier in Great Yarmouth. In December 1909, the pier caught fire, and the remains of the helter-skelter were transported to Potter Heigham. In 1910, the lower section was used to create a 2-storey holiday cottage, with the very top of the structure used as an outbuilding.

**Towerview, Potter Heigham**: A large well-preserved bungalow erected in the first decade of the 20<sup>th</sup> century using prefabricated materials produced by Boulton & Paul Limited, a Norwich-based iron foundry.

**The Eel Sett, Potter Heigham**: Located on Candle Dyke this simple single-cell building was used as overnight accommodation for eel catchers and was dated to around the early 20<sup>th</sup> century. An eel sett was a place for eel catchers to put out nets at night and a room for their accommodation. This building had been sympathetically maintained, retained many of its original features including a projecting 'Stop Eel Net' sign. It was jointly owned by the Broads Authority, The Broads Society and a local landowner.

**The Holt and boathouse, Potter Heigham**: The Holt was built in the early 20<sup>th</sup> century from a prefabricated structure most likely supplied by Boulton & Paul Limited. A single-storey waterside bungalow, it was Tudoresque in style, featuring a thatched roof with scalloped edge detailing and half-timber walls. The bungalow's design mirrored that of the already existing boathouse.

**Whiteslea Lodge and summerhouse, Hickling**: Whiteslea Lodge may have been first built in the late 19<sup>th</sup> century but remodelled or rebuilt circa 1909 before extension by Edward Boardman & Sons in 1931. The chalet had an associated summerhouse. The lodge was notable for its little altered exterior and plan form, its equally well preserved interior,

retaining much of the original joinery and fittings, and for its painted friezes by Roland Green, wildlife artist. Many well-known people had stayed at the lodge including George V, George VI and the Duke of Edinburgh and Prince Charles had visited in the 1950s.

The HEM indicated that these properties had been added to the Authority's survey list for inclusion in future quinquennial surveys.

### **Water, Mills and Marshes**

The Historic Environment Manager (HEM) confirmed that the Water, Mills and Marshes project had been formally completed. The millwright had been on site this week to complete the final item on the snagging list. There were a few remaining sections of Heras fencing to be removed and this would be completed in the spring when weather conditions were more favourable and access to the site could be guaranteed.

The HEM explained that the Authority would be applying for further funding from the National Lottery Heritage Fund via their Landscape Connections initiative. The initial application would be submitted early 2025 and, if successful, there would be a couple of years of development work before this new programme could start in earnest.

### **East Suffolk Council review of Article 4 Directions**

The Historic Environment Manager (HEM) provided an overview of East Suffolk Council's (ESC's) review of their Article 4 Directions (A4D) required to ensure they were up to date, appropriate and applied to the correct locations. An A4D provided a mechanism for restricting permitted development rights on residential properties in the context of particular sites and/or areas and, in the context of a Conservation Area, could be used to restrict works that may otherwise be detrimental to the amenity of an area.

ESC had reviewed the A4D associated with Beccles, which bordered the Broads Executive Area, and the Authority had a corresponding A4D for the relevant parts of Beccles within the Broads Executive Area. The Authority's A4D had been adopted at an earlier time and contained slightly different restrictions to its later ESC equivalent.

Following a review, the Authority proposed to reduce the area covered by its A4D and to update its restrictions to ensure that they were consistent with the updated ESC equivalent. The reduction in area would see the removal of the southern part of Puddingmoor from the Article 4. The restrictions would apply to any development pertaining to front elevations or an elevation facing a highway or waterway (planning permission would be required in these instances). As per any A4D this restriction would only apply to residential properties, as permitted development rights were already restricted for business premises and listed buildings (via legislation).

The associated consultation of these updated A4Ds would be a joint venture between ESC and the Authority with the two discrete areas of Beccles being consulted concurrently.

## Matters for information

### Demolition of pumphouses

The Historic Environment Manager provided an update on the Internal Drainage Board's ongoing improvement works within the Broads. A number of pumphouses were being demolished or decommissioned and the Historic Environment Team (HET) was recording these buildings beforehand for submission to the Norfolk Historic Environment Record (HER).

The HET had visited Norton Marsh drainage mill, a 4 storey tower mill, on the southern bank of the River Yare, downstream of the mouth of the river Chet, where its nearby 1943 pumping station replacement, housed within a simple red brick, pantiled building, was due to be decommissioned and demolished. The painted brick interior of the building was very utilitarian reflecting the industrial nature of its pumping equipment and associated electrical boxes.

Less than a couple of miles further downstream, opposite Reedham to the south-east, the HET had visited Raveningham pumphouse. This structure, dating from the early 1900's, was timber framed and metal clad with a pitched metal roof and timber matchboard interior.

Both these pumphouses had been made redundant by a new [replacement pumping station](#) located 100m to the east of Norton Marsh drainage mill which utilised two Archimedes screw pumps to lift water from the marsh over the flood embankment.

Mettingham House, Mettingham, BA/2024/0247/HOUSEH and BA/2024/0248/LBC approved under delegated powers

The Heritage Planning Officer was unable to attend and the planned update on this item was deferred to a future meeting.

## 3. Any other business

No other items of business were raised.

## 4. Date of next meeting

The next HARG meeting would be held on Friday 21 March 2025.

The Chair thanked everyone for attending and wished everyone a Merry Christmas.

The meeting ended at 11:31am.

Signed by

Chair

# Planning Committee

10 January 2025

Agenda item number 16

## Appeals to the Secretary of State update

Report by Development Manager

### Summary

This report sets out the position regarding appeals against refusals of planning permission by the Broads Local Planning Authority.

### Recommendation

To note the report.

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
BA/2023/0004/UNAUP2 APP/E9505/C/23/3322890 and APP/E9505/C/23/3322949	Jeanette Southgate and Mr R Hollocks	Appeals received by the BA on 24 and 26 May 2023  Appeals 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
BA/2024/0061/HOUSEH APP/E9505/D/24/3346992	Rachel Parker	Appeal received by the BA on 25 June 2024	Bureside 6 Skinners Lane Wroxham	Appeal against refusal of planning permission - Replace single glazed timber windows & doors with double glazed UPVC	Delegated decision 7 May 2024  Fast track householder appeal so no LPA Statement submitted.  <b>Appeal dismissed 12 December 2024</b>
BA/2023/0291/TPOA APP/TPO/E9505/9846	Mr J Calver	Appeal received by the BA on 23 August 2023  Appeal start date 2 July 2024	River Green Yarmouth Road Thorpe St Andrew	Appeal against refusal to grant permission for works to TPO tree: T1: Horse Chestnut - Reduce primary stems by approximately 6m & reduce limb at 5.5m.	Delegated decision 11 August 2023  Fast track appeal so no LPA Statement required  Site Visit date TBC
BA/2024/0003/HHAPP	Mr P Albon	Appeal received by the BA on 8 August 2024  Appeal start date 10 September 2024	Hill Crest, The Hill, Shipmeadow	Horizontal cladding attached to exterior wall surfaces of dwelling (retrospective)	Delegated decision 10 May 2024  Fast track appeal so no LPA Statement required

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
BA/2024/0092/FUL	Mr P Albon	Appeal received by the BA on 16 October 2024	Hill Crest, The Hill, Shipmeadow	Erection of storage barn (retrospective)	Delegated decision 10 May 2024 LPA Statement submitted
BA/2024/0032/CLEUD APP/E9505/X/24/3350415	Mr John Atkins	Appeal start date 26 November 2024	Driftwood, 104 Lower Street, Horning, Norfolk	Lawful Development Certificate for 10 years use as holiday accommodation	Delegated decision 8 May 2024

Author: Steve Kenny

Date of report: 19 December 2024

Background papers: BA appeal and application files

# Planning Committee

10 January 2025

Agenda item number 17

## Decisions made by officers under delegated powers

Report by Head of Planning

### Summary

This report sets out the delegated decisions made by officers on planning applications from 25 November 2024 to 20 December 2024 and Tree Preservation Orders confirmed within this period.

### Recommendation

To note the report.

Parish	Application	Site	Applicant	Proposal	Decision
Beighton Parish Council	BA/2024/0369/FUL	Lamsmead Acle Road Moulton St Mary Norwich Norfolk NR13 3AP	Mr Chris Cole	Proposed dwelling following sub-division	Refuse



Parish	Application	Site	Applicant	Proposal	Decision
Chedgrave Parish Council	BA/2024/0383/FUL	Walklin Cruisers Pits Lane Chedgrave Norfolk NR14 6NQ	Mrs Karen Walklin-Smith	Replace 105.5m of timber quay-heading with galvanised steel piling, timber capping and waling, and galvanised steel flood defence posts	Approve Subject to Conditions
Freethorpe Parish Council	BA/2024/0330/LBC	Thatched Farm Church Road Wickhampton Norfolk NR13 3PB	Mr Mark Duffield	Replacement of 3 windows	Approve Subject to Conditions
Hickling Parish Council	BA/2024/0395/FUL	Hickling Sailing Club At Pleasure Boat Inn Staithe Road Hickling Norfolk NR12 0YW	Mr J Jefferies	Replace and relocate existing electric box with new permanent cupboard.	Approve Subject to Conditions
Hoveton Parish Council	BA/2024/0389/HOUSEH	6 Palmers Lane Hoveton Norfolk NR12 8JJ	Flagship Group	Installation of external wall insulation system.	Approve Subject to Conditions
Hoveton Parish Council	BA/2024/0353/COND	Aquarius Meadow Drive Hoveton Norfolk NR12 8UN	Mr Tony O Neill	Change to design of front section of boathouse, variation of condition 2 of permissions BA/2016/0433/HOUSEHv	Approve Subject to Conditions

<b>Parish</b>	<b>Application</b>	<b>Site</b>	<b>Applicant</b>	<b>Proposal</b>	<b>Decision</b>
Potter Heigham Parish Council	BA/2024/0297/HOUSEH	Bridge View North East Riverbank Potter Heigham Norfolk NR29 5NE	Mr Robert Schoeffer	To temporarily retain static caravan whilst renovation to house is completed for an estimated period of 18-24 months. To permanently retain for garage / storage building as erected.	Approve Subject to Conditions
Smallburgh Parish Council	BA/2024/0344/LBC	Toad Hall The Hill Yarmouth Road Smallburgh Norfolk NR12 9AD	Mr Andrew Buesnel	Replacement window	Approve Subject to Conditions
Stalham Town Council	BA/2024/0285/FUL	River Ant Fen Lane Fairview Park Smallburgh Norfolk NR12 9GB	Mr Richard Overton	To install 160mm irrigation pipe under the riverbed from each side of adjacent land to a depth of minimum 3mts below riverbed, by directional drill method. Pipe will be 160mm HDPE SDR11 and water is to be used for drilling.	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Stokesby With Herringby Parish Council	BA/2024/0364/HOUSEH	The Camber The Green Mill Road (track) Stokesby With Herringby Norfolk NR29 3EX	Mrs Hilary Franzen	Single storey rear extension	Approve Subject to Conditions
Stokesby With Herringby Parish Council	BA/2024/0351/HOUSEH	Riverside House Mill Road Stokesby With Herringby Norfolk NR29 3EY	Mr & Mrs Rogan	Demolition of existing conservatory and construction of two, single-storey rear extensions (one with balcony), single-storey link extension, part conversion of existing garage, removal of chimney and addition of single bay cart lodge.	Approve Subject to Conditions

### Tree Preservation Orders confirmed by officers under delegated powers

Parish	Address	Reference number	Description
Oulton Broad Parish Council	Nicholas Everitt Park Bridge Road Lowestoft Suffolk NR33 9JR	BA/2024/0013/TPO	[T1] Oak

Parish	Address	Reference number	Description
Beccles Town Council	Beccles Lido Puddingmoor Beccles Suffolk NR34 9PL	BA/2024/0014/TPO	Trees [T1] Silver Birch [T2] Silver Birch [T3] Silver Birch

Author: Ruth Sainsbury

Date of report: 23 December 2024