

Broads Authority Local Plan Schedule of proposed changes March 2018

Contents

1. Explanation	1
2. Schedule of Proposed Changes.....	2
Appendix A: Proposed amended residential moorings trajectory	19
Appendix B: Showing the changes to the SFRA.....	20
Appendix C: Additional areas relating to HOV1 and shown on Inset Map 11.....	21
Appendix D: Proposed new policy allocating residential moorings at Horning.	22
Appendix E: Proposed new policy allocating residential moorings at Somerleyton.....	25
Appendix F: Proposed changes to TSA2	28
Appendix G: Proposed changes to SSA47.....	31
Appendix H: Proposed changes to DM46.....	38

1. Explanation

- The proposed changes below are expressed in the form of a red ~~striketrough~~ for deletions and blue underlining for additions of text.
- Other instructions or explanations are set out in *italics*.
- The page numbers and paragraph numbering below refer to the publication local plan as published, and do not take account of the deletion or addition of text.
- For the avoidance of doubt, these changes will only come into force, if indeed they are supported through the examination of the Local Plan, on adoption of the final Local Plan.

2. Schedule of Proposed Changes

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
1	-	New Policy	<i>New policy allocating residential moorings at Horning. See Appendix D.</i>
2	-	New Policy	<i>New policy allocating residential moorings at Somerleyton. See Appendix E.</i>
3	Front Cover	Front Cover	<i>Format and update front cover</i>
4	Policies Maps	Overarching flood risk Policies Maps	<i>The extent of the indicative 3b layer was refined and has changed in the most recent SFRA. These changes are factual changes to reflect evidence and do not materially affect policies in that area. The changes only affect a small part of the urban part of Great Yarmouth. See map in Appendix B.</i>
5	Throughout	All policies and other policy references including policies maps	<i>Remove 'PUB' as prefix to all policies. Policies will either be SPxx, DMxx or SSxx.</i>
6	Throughout	Hyperlinks	<i>Hyperlinks will all be checked to ensure they still work at the time of adoption and amended as required.</i>
7	4	1.1 About the Local Plan	<p><i>Update to reflect Local Plan adoption.</i></p> <p>1.1. About the Local Plan Each local planning authority must prepare a Local Plan that sets the planning policies in its local area. The Local Plan is important when deciding planning applications, as all decisions must be made in accordance with its policies, unless there are strong reasons not to do so. Local plans must be positively prepared, justified, effective and consistent with national policy, in accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the National Planning Policy Framework (NPPF).</p> <p>The NPPF states that every local planning authority in England should have a clear, up-to-date Local Plan that conforms to the Framework, meets local development needs, and reflects local people's views on how they wish their community to develop. The plan preparation process should involve everyone with an interest in the document or the planning area, and they should have the chance to comment.</p> <p>This document is the Local Plan for the Broads, prepared by the Broads Authority as the local planning authority for the area. This is the Publication stage of the Local Plan process, which includes our final policies. These policies are based on evidence reports, on consultation responses to the Issues and Options stage (Feb-Apr 2016) and the Preferred Options stage (Dec to Feb 2017), and on our current adopted policies. <u>This Local Plan has been consulted on with the public and stakeholders (between 2016 and 2018) and examined by the Planning Inspectorate in 2018. This Local Plan has been prepared in accordance with the regulations, NPPF and NPPG and has been found sound.</u></p> <p>For the avoidance of doubt, until this adopted Local Plan is adopted our existing adopted and saved policies remain</p>

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			in place and will be used in determining planning applications <u>and replaces the Core Strategy, Development Management DPD and Sites Specifics Local Plan (which are no longer in use and have been superseded).</u>
8	5	1.4 Local Plan Production Process	<i>Once adopted, this section is superfluous so delete it.</i>
9	7	2. Overview of document	<i>Policies will either be SPxx, DMxx or SSxx. At this Publication Stage, all draft policies start with 'PUB', followed by one of these suffixes.</i>
10	8	Section 3	<i>Delete entire section 3 and then re-number other sections. Section 3 refers to consultation and is not needed in the adopted Local Plan.</i>
11	10	Section 4.5	<i>Grammatical error (because dykes and drains divide the marshes and that contain grazing cattle)</i>
12	12	4.7	<i>Rename so geodiversity is covered. 4.7 The biodiversity <u>Natural Environment</u> of the Broads <u>In relation to geodiversity, there are five nationally-designated sites (SSSIs covering Pleistocene geology and active coastal processes), but many other local sites of interest have been identified in the Norfolk Geodiversity Audit.</u></i>
13	18	5.10 Neighbourhood Plans	<i>Update this section to ensure it is as up to date as possible. This update will reflect which Neighbourhood Plans are in place or being prepared. The precise wording will be added immediately prior to adoption.</i>
14	18	5.9	<i>Update to reflect that the name has changed to Norfolk Strategic Planning Framework. Update last paragraph to reflect that the NSPF has been agreed. 5.9 Norfolk Strategic <u>Planning</u> Framework (NSPF) All Norfolk Local Planning Authorities are working towards a Norfolk Strategic Framework (NSPF) to make sure that planning is undertaken strategically and the requirements of the 'Duty to Cooperate' are met (see following section). The Framework will identify cross boundary and strategic issues, and seek ways to recommend to the Authorities how to address the issues in a coordinated manner. A framework rather than a policy document, the NSPF follows the approach taken by Cambridgeshire Local Planning Authorities. The NSPF will be nearing completion at the time of the publication stage of the Broads Local Plan, <u>was agreed by Norfolk Authorities in early 2018</u> and an assessment of this Local Plan against the draft NSPF Agreements has been completed.</i>
15	19	6.2	<i>Update to reflect that the name has changed to Norfolk Strategic Planning Framework and that the NSPF has been agreed.</i> <ul style="list-style-type: none"> All Norfolk Local Planning Authorities have assisted in the completion of, and have signed up to, the Norfolk Strategic <u>Planning</u> Framework. This is being consulted on at the time of writing. The process is overseen by members from all Local Planning Authorities.
16	22	7.5	<i>Add these threats:</i> <ul style="list-style-type: none"> <u>Drying out of wetland and oxidation of peat, leading to loss of finite environmental and archaeological archives as well as release of stored carbon</u>

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			<ul style="list-style-type: none"> Coastal protection work, which may alter the dynamics of marine erosion and sediment transport.
17	23	8.2, Objective 4	<p><i>Change to ensure geodiversity is covered:</i></p> <p>The rich and varied habitats and wildlife are natural environment is conserved, maintained, enhanced and sustainably managed.</p>
18	24	Section 8.2, Objective 14	Generally most policies address this objective. See transport section and navigation section
18a	25	8.4 j)	<p><i>Improve reference to geodiversity in this section.</i></p> <p>j) History: Earth heritageGeo-heritage, heritage assets, archaeology, historic structures</p>
19	26	PUBSP1 supporting text	<p><i>Add reference to the NPPF's definition of sustainable development. Remove reference to draft.</i></p> <p>The National Planning Policy Framework states that Local Plans should be based upon, and should reflect, the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally (paragraph 15). Sustainable Development has three dimensions according to paragraph 7 of the NPPF: economic, social and environmental. The Planning Inspectorate considers that the DCLG's model wording will, if incorporated into a draft Local Plan submitted for examination, be an appropriate way of meeting this expectation.</p>
20	27	PUBDM1	<p><i>Correction to wording.</i></p> <p>The Authority encourages proposals to consider the use of constructed reed beds as a filtration system to remove nutrients before the waste water from small sewage treatment plants and package treatment works and septic tanks enters waterbodies.</p>
21	30	PUBDM2 supporting text	<p><i>Wording change to reflect that there is a suite of ways to tackle anti-foul painting.</i></p> <p>The policy requires commercial operations to have the facilities in place to prevent anti-fouling paint from entering the watercourse. The Green Blue Guide to Boat Wash Down provides more information and gives detailed advice and guidance on wash down systems. There is a range of ways to tackle the issue of anti-fouling paint entering the water at a range of costs and the Authority can provide advice. The best practice measures are expected to be taken in accordance with the scale of the wash down operation, the type of work to be undertaken and its impact on the water environment. Applicants are required, as part of their application, to address the issue of boat-wash down and justify the chosen system. If this requirement could affect the viability of an operation, evidence is required that proves installing a wash down facility could make an operation unviable. This statement will then be independently reviewed, entirely at the applicant's expense.</p>
22	33	PUBDM4 Supporting Text	<p><i>Add to supporting text after "Risks relate not just to property...":</i></p> <p>Inappropriate flooding can also harm the important habitats and species for which the Broads are important, which can have long term consequences for site maintenance and the achievement of conservation objectives.</p>
23	33	PUBDM4	<p><i>Correct wording to better reflect when a FRA is required.</i></p> <p>Development proposals of one hectare or greater, less than 1ha in Flood Zone 1 when a site is at risk from other sources of flooding not related to rivers or the sea e.g. surface water, and all proposals for new development in</p>

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			Flood Zones 2 and 3, will be accompanied by a site specific Flood Risk Assessment (FRA), except those covered by Environment Agency standing advice.
24	34/35	PUBDM4 Supporting text	<p><i>Amend section as follows to refer to the Land Drainage Act 1991:</i> Environmental Permitting Regulations 2010 <u>Other consents that may also be required</u> Applicants should be aware that <u>in accordance with the Environmental Permitting Regulations 2010</u> there is a need to obtain an Environmental Permit¹ from the Environment Agency for flood risk activities for work or structures in, under, over or within 16m from a main river and from any flood defence structure or culvert. The works may fall under one or more of the following categories: Exemption, Exclusion, Standard Rules Permit, Bespoke permit. Anyone carrying out these activities without a permit where one is required is breaking the law.</p> <p><u>Section 23 of The Land Drainage Act 1991 requires applicants who wish to affect the flow of an ordinary watercourse, for instance to culvert, dam, weir or install a headwall into a watercourse, to attain consent from the drainage board concerned.</u></p>
25	35	PUBDM5	<p><i>Correct to add more detail about the risk assessment:</i> i) Use a risk assessment on treatment stages to reflect the type of proposed development and how surface water run-off and drainage will affect the receptor. <u>A 1.2m clearance between the base of infiltration SuDS and the peak seasonal groundwater levels is required;</u></p>
26	35	PUBDM5	<p><i>Correct to reflect conversations with LLFA, AWS and EA.</i> The surface water run-offrunoff rates that will occur as a consequence of the development are <u>is</u> required to be no more than the <u>existing pre development</u> greenfield rate for the equivalent event forrunoff rate. <u>Brownfield sites should aim to reduce runoff as close to greenfield sites or, if the site is brownfield, then rates as possible. The discharge rate for brownfield sites should be</u> no more than the rates s prior to <u>any new</u> development. However, applicants <u>Applicants</u> are encouraged to seek betterment in surface water run-offrunoff as part of their proposals for brownfield sites. <u>The runoff rate should be agreed with the Local Planning Authority, in conjunction with the Lead Local Flood Authority and where relevant sewerage undertaker.</u></p>
27	37	Second paragraph	<p><i>Signpost to interactive SFRA maps.</i> Special consideration will need to be given to the design of the drainage system when there are known flooding issues within the immediate catchment of the development. Generally, known flooding issues correlate with areas shown as high risk flooding on the Government Risk of Surface Water Flooding (RoSWF) maps, but the Lead Local Flood Authority (LLFA) will highlight any relevant information if consulted on a scheme. <u>The Interactive PDFs produced as part of the SFRA work (referred to previously) show areas that are subject to surface water flooding.</u></p>

¹ New forms and further information can be found at: www.gov.uk/guidance/flood-risk-activities-environmental-permits.

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			(footnote to SFRA link: http://www.broads-authority.gov.uk/planning/planning-policies/sfra/sfra)
28	39	PUBDM6	<i>Title change clarifies policy.</i> Open Space on land, play space , sports fields and allotments.
29	39	Second paragraph of reasoned justification.	<i>Replace missing words</i> Because each of the Authority's constituent councils assesses its entire area - including that part which is the Broads - in relation to the need for these uses, it is appropriate and reasonable to have regard to their approach, which may reflect standards in their Local Plans and other documents. To do otherwise might skew open space need, and does not reflect that these facilities are beneficial to and used by the whole community or settlement, regardless of Local Planning Authority boundaries.
30	39	PUBDM6 supporting text	<i>At end of first paragraph of reasoned justification add:</i> The following policy, DM7 relates to Green Infrastructure and may be of relevance to proposals.
31	39	PUBDM6	<i>Add this text as new c) i)</i> Are subject to a prior groundwater protection risk assessment in accordance with Environment Agency Guidance: Assessing Groundwater Pollution for Cemetery Developments (or successor document or advice);
32	40	PUBDM6 supporting text	<i>Replace missing words</i> ... Authority and it therefore relies on S106 agreements (to which pooling restrictions apply , whereby only five contributions can be sought towards generic types of infrastructure, are now in place) to provide these.
33	42	PUBDM7 supporting text	<i>Add this text to the fifth paragraph of the supporting text:</i> The previous policy, DM6 relates to open space and play and may be of relevance to proposals.
34	48	PUBDM9	<i>Amend to clarify policy.</i> i) There is not a less harmful viable option; ii) The amount of harm has been reduced to the minimum possible; iii) Satisfactory provision is made for the evaluation, recording and interpretation of the peat before commencement of development; iv) Enhancement of biodiversity outweighs the carbon loss; and v) The peat is disposed of in a way that will limit carbon loss to the atmosphere. Development that seeks to enhance biodiversity but may result in some peat removal will still need to demonstrate the criteria I to iv and that the biodiversity benefit will outweigh carbon loss.
35	50	PUBSP5 supporting text	<i>Provide extra information about the conservation area at risk to last paragraph of the supporting text:</i> The only conservation area at risk in the Broads is the Halvergate Marshes Conservation Area. The reason for this is the condition of the numerous mill structures within it being poor and also continuing (in the main) to deteriorate. There has recently been a slight improvement in condition with some structures receiving attention. One of the primary outcomes of the Water Mills and Marshes project is the improvement in condition of a number of the

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			structures. This in turn should mean that within 5 years the conservation area will have improved enough to come off the at risk register.
36	51	PUBDM10	<i>Change point c viii) to say:</i> Satisfactory provision is made for the evaluation, excavation, recording, and interpretation, dissemination and archiving of the remains before the commencement of development.
37	54	PUBDM11 supporting text	<i>Change resting places to roosting places.</i> Applicants should be aware that historic buildings, particularly those in rural areas, have the potential to provide important breeding and roo osting places for a number of species protected under a range of legislative provisions, including bats, barn owls or other nesting birds
38	55	Heritage section supporting text	<i>Rename 'Relevant documents' as follows and add extra sources of information:</i> Relevant sources of information The Norfolk and Suffolk Historic Environment Records: www.norfolk.heritage.gov.uk and https://heritage.suffolk.gov.uk/
39	58	PUBDM12	<i>Insert footnote after 'net gain' to refer to the 'Biodiversity Net Gain Good practice principles for development' document and any additional guidance that may accompany it.</i> Biodiversity Net Gain Good practice principles for development: https://www.cieem.net/data/files/Publications/Biodiversity_Net_Gain_Principles.pdf.
40	58	Section 17	<i>Change name to ensure geodiversity is shown to be included in this section:</i> 17. Biodiversity - Natural Environment
41	60	PUBDM12 Supporting Text	<i>Improve reference to NPPF definition of brownfield land.</i> Brownfield Sites (Previously Developed Land*) –defined as any piece of land that has been altered by human activity– can be havens for wildlife, supporting some of the UK's most threatened species. Footnote *The NPPF defines previously developed land as 'land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time'.
42	61	PUBDM12 supporting text	<i>Replace geodiversity paragraph to provide greater clarity:</i> <ul style="list-style-type: none"> • Geodiversity Geodiversity is the variety of rocks, fossils, minerals, landforms and soils, along with the natural processes that shape the landscape that forms the Earth heritage resource. There are no designated Local Sites of geodiversity

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			<p><u>interest (RIGS, County Geodiversity Sites, County Geosites) in the Broads area. There are however two SSSIs designated for their geodiversity features: Bramerton Pits for their Norwich Crag exposures and Winterton-Horsey Dunes for their coastal dunes. The geodiversity of the Broads area may be summarised as ‘Holocene peatland and marine alluvium giving rise to open water, fen and carr habitats; broads developed in former early Mediaeval peat diggings; rivers including lower reaches of Bure, Waveney and Yare and their tributaries including Ant, Chet and Thurn. There are also significant exposures of early and middle Pleistocene marine and glacial sediments’.</u>¹⁵³ <u>New development has the potential to result in the loss of local geodiversity, including the valuable biodiversity and carbon stores supported by peat soils (see Policy PUBDM 9), through operations such as landfill, destruction of geomorphology (landform) and mineral extraction. However, there is also potential to enhance geodiversity by recording sediments exposed during development and by the retention of geological sections. The Authority will make sure development is managed to protect this important asset.</u></p> <p><i>Improve footnote to say:</i> National Parks and NNRs. Norfolk Geodiversity Partnership, online https://sites.google.com/site/norfolkgeodiversity/action-ngap/3-protecting/protected/parks-nnrs/ [accessed December 2017]</p>
43	62	PUBDM12 supporting text	<p><i>Change to ensure geodiversity is shown to be included in this section:</i></p> <ul style="list-style-type: none"> • <u>Planning conditions</u> <p>Wherever a proposed development may have an adverse impact on biodiversity <u>or geodiversity</u>, conditions and/or planning obligations will be used to ensure that appropriate mitigation and enhancement measures are implemented. See policy PUBDM46.</p>
44	62	PUBDM13 supporting text	<p><i>Add this reference to the end of paragraph 5 of the supporting text.</i> <u>Reference: Historic England guidance Energy Efficiency and Historic Buildings – Application of Part L of the Building Regulations to historically and traditionally constructed buildings</u> https://historicengland.org.uk/images-books/publications/energy-efficiency-historic-buildings-ptl/ to be helpful in understanding these special considerations.</p>
45	66	PUBDM15 supporting text	<p><i>Wording correction</i> Applications considered to be significant in terms of scale and/or impact should provide a Landscape and Visual Impact Assessment (informal <u>or</u> full LVIA)</p>
46	67	PUBDM16 Supporting text	<p><i>Wording correction</i> Land or buildings are often raised above the existing ground level, usually to reduce the risk of the site flooding, although such results are not guaranteed. Dredgings or material imported or won on site (for example resulting from a new mooring basin) may be disposed on a <u>of on</u> site and the land raised</p>
47	67	PUBDM16 supporting	<p><i>To clarify certain issues relating to land raising.</i></p>

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
		text	i) It can serve to divert flood water onto neighbouring land, particularly in areas primarily affected by fluvial flooding, <u>so the flood risk policy must also be adhered to. Land raising is not permitted within Flood Zone 3b Functional Floodplain unless it is to reinstate previously sunken land, as this would prevent the floodplain from functioning.</u>
48	68	PUBDM17	<i>Wording correction:</i> Any remaining material is required to be disposed of in a considerate and acceptable manner, subject to the Environment Agency licencing <u>permitting</u> requirements
49	69	PUBDM18	<i>Amend to refer to historic environment:</i> a) There is no adverse impact on the character of the locality, the wider landscape, <u>character and significance of the historic environment</u> and the amenity of neighbours;
50	70	PUBDM18 supporting text	<i>At end of supporting text, add this reference:</i> <u>The Cabinet Siting and Pole Siting Code of Practice may be of relevance: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/205744/Final_Cabinet_and_Pole_Siting_COP_Issue_1_2_.pdf. Please note that this may be updated from time to time.</u>
51	77	PUBDM22	<i>Add as last part of policy:</i> <u>Where a development proposal could have an impact on a trunk road, it will be assessed by Highways England in accordance with policies of the relevant Department for Transport Circular².</u>
52	80	PUBDM24	<i>Add to criterion ii)</i> ii) Proposals do not have an adverse impact on landscape character, <u>protected areas, biodiversity and the wider environment</u>
53	80	PUBSP11	<i>Change to reflect comment received at pre-submission consultation.</i> v) Recreational facilities (<u>such as moorings and access for anglers</u>)
54	80	PUBSP11 Supporting text	<i>Add as last paragraph of reasoned justification to reflect policy change.</i> <u>There remains many months of low season availability for angling tourism, extending the visitor season for the benefits of the local community. Any further loss of water front access enabling angling would greatly impact the existing limited river bankside access</u>
55	81	PUBDM24	<i>Add to policy:</i> ii) Proposals do not have an adverse impact on landscape character, <u>protected areas, biodiversity and the wider environment</u>
56	82	PUBDM25 Supporting text	<i>Replace missing words</i> The level of detail and type of evidence and analysis presented should be proportionate to the scale and nature of

² Currently 02/2013: THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT: www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change																								
			the site and/or property in question. The statement should provide an assessment of the current and likely future market demand for the site or property, and details of the attempts to market it at a reasonable <u>price or rate</u> for a sustained period of 12 months and its value.																								
57	84	PUBDM27	<i>Change to reflect comment received at pre-submission consultation.</i> d) There is no loss of local or visitor facilities, such as moorings, <u>access for angling</u> and access to the waterside.																								
58	86	PUBDM27 supporting text.	<i>Add cross reference:</i> <u>It is also important to note that works near a main river may require an environmental permit. Further information is provided in paragraph 32.3 on page 136.</u>																								
59	91	PUBSP13 Supporting text	<i>Wording correction</i> Parts of the rivers and broads are subject to periodic dredging to keep the waterways open to navigation, not only for <u>by</u> the Authority but also for <u>by</u> owners of private water space who may require planning consent for disposal.																								
60	94	PUBDM31 supporting text	<i>Add cross reference:</i> <u>It is also important to note that works near a main river may require an environmental permit. Further information is provided in paragraph 32.3 on page 136.</u>																								
61	99	PUBSP15 Supporting text	<i>Corrections to annual average.</i> <table border="1"> <thead> <tr> <th>Part of the Broads in...</th> <th>Objectively Assessed Housing Need</th> <th>Annual average from 2015 to 2036</th> </tr> </thead> <tbody> <tr> <td>Broadland</td> <td>50</td> <td>2.63 <u>2.38</u></td> </tr> <tr> <td>Great Yarmouth</td> <td>66</td> <td>3.47 <u>3.14</u></td> </tr> <tr> <td>North Norfolk</td> <td>70</td> <td>3.68 <u>3.33</u></td> </tr> <tr> <td>Norwich</td> <td>3</td> <td>0.16 <u>0.14</u></td> </tr> <tr> <td>South Norfolk</td> <td>40</td> <td>2.10 <u>1.90</u></td> </tr> <tr> <td>Waveney</td> <td>57</td> <td>3 <u>2.71</u></td> </tr> <tr> <td>Total:</td> <td>286</td> <td>13.6</td> </tr> </tbody> </table>	Part of the Broads in...	Objectively Assessed Housing Need	Annual average from 2015 to 2036	Broadland	50	2.63 <u>2.38</u>	Great Yarmouth	66	3.47 <u>3.14</u>	North Norfolk	70	3.68 <u>3.33</u>	Norwich	3	0.16 <u>0.14</u>	South Norfolk	40	2.10 <u>1.90</u>	Waveney	57	3 <u>2.71</u>	Total:	286	13.6
Part of the Broads in...	Objectively Assessed Housing Need	Annual average from 2015 to 2036																									
Broadland	50	2.63 <u>2.38</u>																									
Great Yarmouth	66	3.47 <u>3.14</u>																									
North Norfolk	70	3.68 <u>3.33</u>																									
Norwich	3	0.16 <u>0.14</u>																									
South Norfolk	40	2.10 <u>1.90</u>																									
Waveney	57	3 <u>2.71</u>																									
Total:	286	13.6																									
62	100	PUBSP15 Supporting text	<i>Correction to reflect 2016/17 monitoring figures.</i> Through the Duty to Cooperate, Great Yarmouth Borough Council will deliver the residual 44 <u>39</u> dwellings.																								
63	100	PUBSP15 supporting text	<i>After the two tables add:</i> <u>For the avoidance of doubt, each element of the Broad's Objectively Assessed Need identified in the table above for each of the six districts also forms part of each district's Housing Market Area objectively assessed need and is not additional to.</u> <u>The need for the Broads Authority Executive Area part of each HMA is as follows:</u> <u>Central Norfolk HMA: 143</u> <u>Waveney District HMA: 57</u>																								

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
64	103	PUBDM33	<p>Great Yarmouth Borough HMA: 66</p> <p><i>Improve wording to aid clarity:</i> Developments of 6 to 10 dwellings will be required to contribute a commuted sum towards the provision of affordable housing. <u>Developments of 6 to 10 dwellings will be required to contribute a commuted sum towards the provision of affordable housing, in accordance with the affordable housing requirement of the full requirements of the adopted standards and policies of the relevant District Councils. The commuted sum will be calculated in relation to thresholds and level (%) of dwellings which should, subject to viability, be affordable. The commuted sum should reflect the subsidy required to deliver the affordable housing requirement off site (to include the cost of land and construction)</u></p>
65	106	PUBDM34 Supporting text	<p><i>Correction to better reflect SFRA.</i></p> <p>Horning Flood risk (zones 1, 2 & 3 by EA mapping <u>and mostly 1 with some 2, 3a and modelled 3b using SFRA 2017</u>) Conservation area Listed buildings Just across river from SAC, SPA, Ramsar Site, SSSI</p> <p>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 <u>and mostly 1 with some 2, 3a and indicative 3b using SFRA 2017</u>) Nearby listed buildings</p> <p>Thorpe St Andrew Area is within Thorpe St. Andrew Conservation Area Flood risk (mainly zone 2, some zones 1 & 3, by EA mapping <u>and mostly 1 with some 2, 3a and modelled 3b using SFRA 2017</u>) 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 ***note that is this development boundary is removed then this text would be removed***</p> <p>Wroxham and Hoveton Close to SPA and SAC</p>

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			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
66	106	PUBDM34 and associated map in Development Boundary map bundle	<i>Remove development boundary at Thorpe St Andres from policy and supporting text. Remove map from policies map bundle.</i>
67	107	PUBDM34 Supporting text	<i>Correction to reflect the potential new allocations.</i> These are in Brundall, Horning (policy PUBHOR7 and HOR8), Loddon and Chedgrave (PUBLOD1 and PUBCHE1) Beccles (PUBBEC2), Somerton (SOM1) and Stalham (policy PUBSTA1). While the areas 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.
68	108	PUBDM35	<i>There is no need in the Broads Authority Executive Area, but might be in the constituent district's area. The Authority could conceivably assist in meeting this need, subject to meeting the other policy requirements in the Local Plan. Improve wording to reflect this.</i> Where there is a proven need (which could arise from the Authority's Executive Area or the constituent district's area), appropriate development will be allowed where the following criteria are met:
69	109	Supporting text to PUBDM35	<i>This reasoned justification change explains the related policy change.</i> Whilst there is no identified need for Gypsy, Travellers and Travelling Show People within the Broads Authority Executive Area, the Authority's constituent district councils have a need. The Authority could assist in meeting this need, subject to meeting the policy requirements within this local plan. This criteria-based policy enables the Authority to assess any applications that may come forward for such sites. The justification for each of the criteria in the policy is discussed below.
70	110	PUBDM36	<i>Add the following text:</i> Conditions will be used to restrict the number, scale and size of boats using the residential moorings.
71	111	PUBDM35 supporting text	<i>Cross refer to other policy</i> Policy PUBDM4: Development and flood risk could be of relevance because any Flood Risk Assessment for such accommodation would need to show how the safety of the occupants would be managed and ensured, considering the transient nature of the site and its potential effects on the occupant's ability to receive flood warnings.
72	112	PUBDM36 Supporting	<i>Wording change reflects sites permitted on appeal and proposed additional allocations for residential moorings.</i>

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
		text	<ul style="list-style-type: none"> Ten residential moorings have been permitted on appeal at Waveney River Centre. Four Six sites have been allocated for residential moorings amounting to around 25 41 residential moorings.
73	120	PUBDM42	<p>Remove reference to lifetime homes. Remove criterion h 'adapatability' and combine with criterion k:</p> <p>Accessibility and adaptability: <u>Developments shall be capable of adapting to changing circumstances, in terms of occupiers, use and climate change (including changes in water level). In particular, dwelling houses should be able to adapt to changing family circumstances or ageing of the occupier(s) and commercial premises should be able to respond to changes in industry or the economic base.</u> Applicants are required to consider if it is appropriate for their proposed dwelling/ some of the dwellings to be built so they are accessible and adaptable and meet Building Regulation standard M4(2) and M4(3). If applicants do not consider it appropriate, they need to justify this. For developments of more than 20 dwellings, 5% will be built to meet Building Regulation Standard M4(2).</p>
74	130	PUBDM46	<p>Amendments to reflect comments received: See appendix H.</p>
75	132	PUBDM47 supporting text	<p>Change resting places to roosting places. Buildings in the countryside have the potential to provide important breeding and roosting places for a number of species protected under a range of legislative provisions, including bats, barn owls or nesting birds.</p>
76	137	32.3	<p>At the end of 32.2 and before the two bullet points add this sentence: <u>Anyone carrying out these activities without a permit where one is required is breaking the law.</u></p>
77	140	PUBBEC2	<p>Add the following text: <u>Conditions will be used to restrict the number, scale and size of boats using the residential moorings.</u></p>
78	140	PUBBEC1	<p>Improve wording to aid clarity: ii) Proposals must enhance the appearance <u>and character</u> of the area including the public realm;</p>
79	141	PUBBEC2	<p>Improve wording to aid clarity: Proposals must ensure no adverse effects on water quality and the conservation objectives and qualifying features of the nearby SSSI (site is within SSSI Impact Zone) <u>and have regard to the setting of the conservation area.</u></p>
80	142	PUBBRU2	<p>Wording correction Proposals for residential moorings will be permitted in this area if they are at a scale which would not compromise existing <u>businesses</u> on the site and would meet the criteria in Broads Local Plan policies on general employment and boatyards.</p>
81	145	PUBBRU6	<p>Add the following text: <u>Conditions will be used to restrict the number, scale and size of boats using the residential moorings.</u></p>
82	146	PUBCAN1 Constraints and features	<p>Add as an additional Constraints and features: <u>The discovery of artefacts and the sites of two drainage mills within the area of the sugar factory, plus the recovery</u></p>

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			of Iron Age to medieval objects in the wider area, suggests some areas of the sugar factory have potential to contain undisturbed archaeological remains.
83	146	PUBCAN1	<i>Improve reference to nearby heritage assets</i> d) Improves the appearance of the works, particularly in views from the river and other receptors in the locality, through design, materials and landscaping and have regard to the setting of the nearby designated heritage assets.
84	147	PUBCHE1	<i>Add the following text:</i> Conditions will be used to restrict the number, scale and size of boats using the residential moorings.
85	149	PUBDIT1 Constraints and features	<i>Correction to better reflect SFRA.</i> Risk of flooding (almost wholly zone 3 by EA mapping; zones 1, 2, 3a & modelled 3b by SFRA 2017 mapping).
86	152	PUBGTY1 Constraints and features	<i>Correction to reflect this is a SPA now</i> Adjacent to the extended Outer Thames Estuary p SPA.
87	153	PUBHOR1	<i>Improve wording to aid clarity:</i> Environmental improvements and landscaping will be encouraged to improve the site's contribution to the character and or appearance of the Conservation Area and to visual amenity, and to address surface water runoff.
88	153	PUBGTY1	<i>Improve reference to nearby heritage assets</i> Careful consideration will be given to the design, scale and layout of any redevelopment, its potential additional impacts on nearby residents and setting of the Halvergate Marshes Conservation Area , and its role as a landscape buffer between the Bure Park and more urban areas.
89	153	PUBGTY1	<i>Reflect potential for archaeology by adding this as last part of policy:</i> An archaeological assessment may be required as part of any application.
90	154	PUBHOR2 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk zones 1, 2 & 3 by EA mapping, most 2 and 3a with some modelled 3b by SFRA 2017 mapping.
91	154	PUBHOR3 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk (zone 3 by EA mapping and all 2 and 3a with most modelled 3b by SFRA 2017 mapping).
92	155	PUBHOR4 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk zone 3 by EA mapping and all 2 and 3a with some modelled 3b by SFRA 2017 mapping.
93	156	PUBHOR5 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk - predominantly zone 3 by EA mapping, with small areas of zones 1 & 2 and almost all 2 and 3a with most modelled 3b by SFRA 2017 mapping.
94	157	PUBHOR6 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk - predominantly zone 3 by EA mapping, with small areas of zones 1 & 2 and most 2, 3a and modelled 3b according to SFRA 2017 mapping.

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
95	157	PUBHOR6 Constraints and features	<i>Correction to better reflect the issue at the Water Recycling Centre.</i> Knackers Woods Water Recycling Centre capacity constraints .
96	157	PUBHOR6 Supporting text	<i>Correction to better reflect SFRA.</i> The SFRA 2017 highlights that almost all the area is in flood risk zone modelled 3b, and there is a need to address the risks of water pollution for waterside sites in boatyard use.
97	158	PUBHOR7 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk zones 2 & 3 by EA mapping and all 2 and 3a with some modelled 3b by SFRA 2017 mapping.
98	159	PUBHOV1 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk - zones 1, 2 & 3 by EA mapping and all 2, some 3a and some modelled 3b by SFRA 2017.
99	159	PUBHOV1	<i>Wording change.</i> The identified significant areas of green infrastructure will be retained maintained and enhanced for their combined and respective contributions to the character and appearance of the village, the amenity of visitors and local residents, flood water capacity and nature conservation.
100	Inset map 11	PUBHOV1	<i>Extra area of Green Infrastructure included on the policies map. See Appendix C.</i>
101	162	PUBHOV3	<i>Add a new criterion to reflect the proximity to the Schedule Ancient Monument:</i> vi) development proposals need to take account of the setting of the nearby Wroxham Bridge (Scheduled Ancient Monument) .
102	165	HOV5 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk from SFRA 2017 mapping: part 2, 3a and modelled 3b.
103	168	PUBL0D1	<i>Add the following text:</i> Conditions will be used to restrict the number, scale and size of boats using the residential moorings.
104	169	PUBNOR1 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk - zone 2 by EA mapping and small parts in zone 2, 3a and modelled 3b by SFRA 2017 mapping. When EA climate change allowance of 65% added, site is affected.
106	170	PUBNOR1	<i>Improve reference to nearby heritage assets</i> b) Protect and enhance natural assets and the historic environment and setting of heritage assets
107	170	PUBNOR1 constraints and features	<i>Add to constraints and features:</i> This site is in close proximity to a number of designated heritage assets including the Grade II listed of Ruins of Trowse Newton Hall, the Thorpe Ridge Conservation Area and the Grade II listed Registered Park and Garden (RPAG) of Crown Point.
108	171	PUBNOR2 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk - zone 2 by EA mapping and small parts in zone 2, 3a and modelled 3b by SFRA 2017 mapping.
109	172	PUBOUL1 Constraints and features	<i>Add as an additional Constraints and features:</i> Site is within Suffolk's minerals consultation area for sand and gravel. However, the site is heavily constrained by

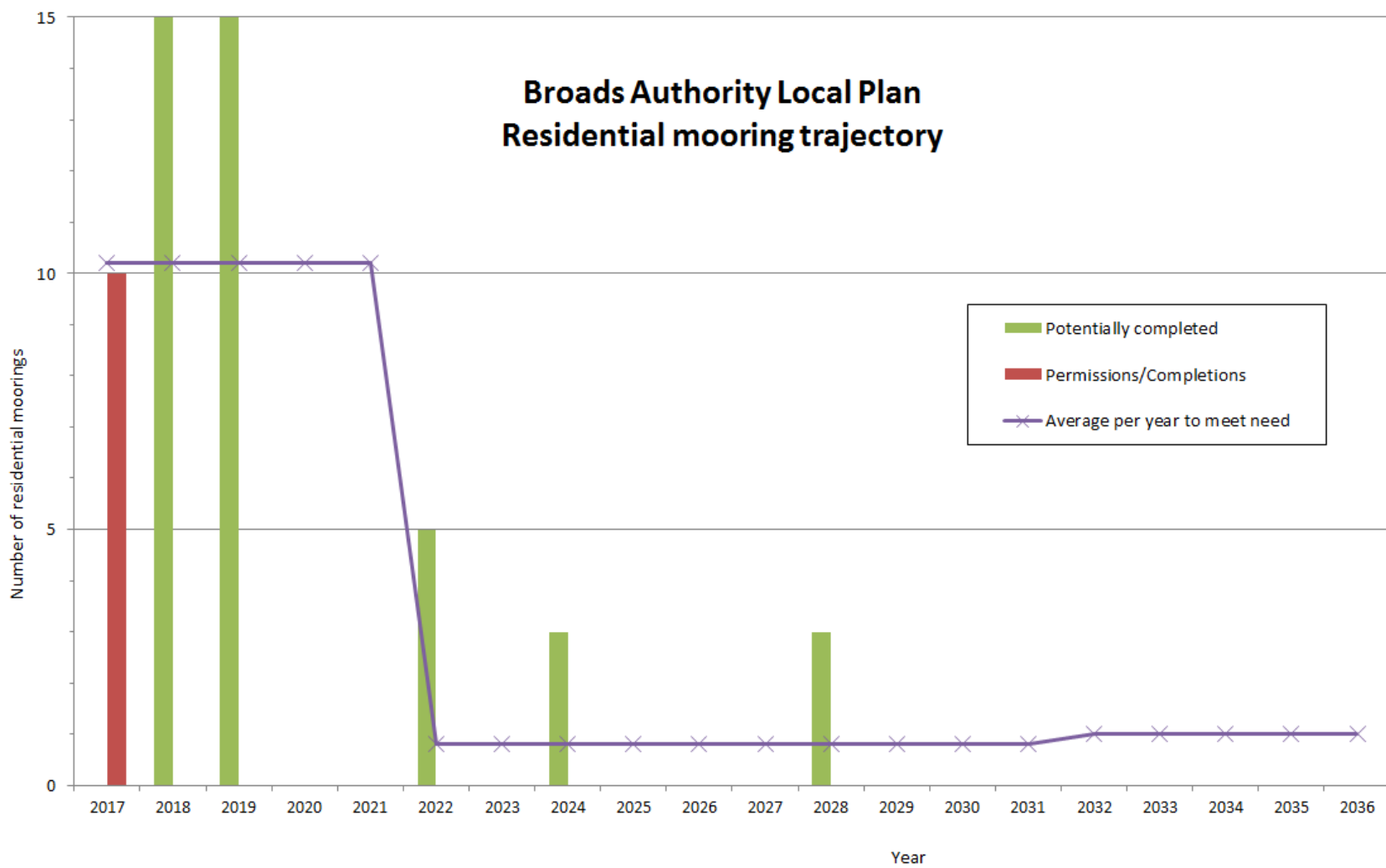
Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			<u>flood risk, heritage and nature designations, dark sky areas, access and amenity, so is likely not economically viable as a mineral extraction site.</u>
111	174	PUBOUL3	<i>New first paragraph to policy so policy aligns with Waveney District Council's emerging policy:</i> <u>New Town Centre Use Development (falling within use classes A1, A2, A3, A4, A5, C1, D2 and B1a) will be permitted within the Oulton Broad District Centre where the scale and function of the development is consistent with the role of the District Centre and would not impact on the vitality and viability of Lowestoft Town Centre.</u>
112	174	PUBOUL2	<i>Improve reference to nearby heritage assets</i> iiv) <u>Preserve or enhance the character or appearance of the Oulton Broad Conservation Area</u> Take account of the site being within the Conservation Area; and
113	175	PUBOUL3 Supporting text	<i>Correction to better reflect the situation</i> Policy PUBOUL3 <u>A policy similar to OUL3 relating to the District Centre is also included within both the Waveney District Council Local Plan and the Broads Local Plan</u> to reflect the centre's location across both planning authority areas.
114	184	PUBTSA2 Constraints and features	<i>Correction to better reflect SFRA.</i> Almost the whole of the Island is in high flood risk zones (EA zone 3; SFRA 2017 most zone 2, 3a and <u>modelled</u> 3b).
115	184	PUBTSA2	<i>Amendments to aid clarity.</i> <i>See Appendix F that shows the changes.</i>
116	185	PUBTSA3 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk (mainly zone 3 by EA mapping; zones 2, 3a & <u>modelled</u> 3b, by SFRA 2017 mapping).
117	186	PUBTSA4 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk (zones 2 & 3 by EA 2012 mapping; zone <u>modelled</u> 3b by SFRA 2017 mapping).
118	187	PUBTSA5 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk (zone 2 by EA 2012 mapping; zones 2, 3a & <u>modelled</u> 3b by SFRA 2017 mapping).
119	188	PUBTHU1	<i>Improve reference to nearby heritage assets</i> iii) A layout, form and design which strengthens the rural character of the village and its location in a national park equivalent area, and which reinforce local distinctiveness and landscape character and take into consideration <u>the setting and significance of</u> nearby listed buildings;
120	189	PUBWHI1 Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk (mainly zone 3, some zones 1 and 2, by EA mapping; mainly zone <u>modelled</u> 3b, some 1, 2 & 3a, by SFRA 2017 mapping).
121	190	PUBSSTRI Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk and open water (zones 1, 2 & 3 by EA mapping; zones 1, 2, 3a & <u>indicative</u> 3b by SFRA 2017 mapping).
122	191	PUBSSUT Constraints and features	<i>Correction to better reflect SFRA.</i> Flood risk, including serious risk of coastal inundation (zone 3, with some zones 1 & 2, by EA mapping; zone

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			indicative 3b by SFRA 2017 mapping).
123	192	PUBSSCOAST Constraints and features	<i>Correction to better reflect SFRA.</i> High risk of flooding (flood zone 3) (EA mapping), riverine flood risk (zone 3 by EA mapping; zone indicative 3b by SFRA 2017 mapping).
124	194	PUBSSMILLS Constraints and features	<i>Correction to reflect that mills may be locally protected.</i> Many of the mills are listed buildings, Grades II and II* or on the Local List .
125	201	PUBSSA47	<i>Amendments to policy to reflect comments received. See Appendix G</i>
126	208	33.4	<i>Correction reflects the new regulations.</i> With the Local Plan likely to take around three years to implement, this review timetable will result in a new Local Plan in place about five years after this Local Plan has been adopted, in line with the Housing White Paper's intentions amended Regulations (The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017) .
127	209	33.4	<i>Update to reflect regulation change and to cross refer:</i> The Authority will start to review the Local Plan around 18 months after it has been adopted. This allows a good period of time for the strategy to take effect, and gives officers time to experience using the policies. This review would use the monitoring information collected either through the specific monitoring indicators as set out in the Monitoring and Implementation Framework as well as the bespoke questionnaire that Development Management Officers will complete on issuing the decision notice of applications to set out how policies were used in determining applications. With the Local Plan likely to take around three years to implement, this review timetable will result in a new Local Plan in place about five years after this Local Plan has been adopted, in line with the amended Regulations (The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017) .
128	217	Appendix F	<i>Add this as an introduction to this section:</i> The 'organisations involved' column lists organisations that are relevant to the policies. The organisation could for example be responsible for the delivery of the policy, be affected by the policy, have an interest in how the policy is applied and delivered or be called upon to assist in assessing information received as required in the policy.
129	228	Appendix F	<i>Changes to supporting text to monitoring section.</i> <ul style="list-style-type: none"> Some policies have measurable outcomes, but for others defining an indicator is difficult. On adoption of the Local Plan, when completing the relevant decision notice, Development Management Officers will complete a questionnaire that states which policies were used to determine the application, and to what level of conformity to those particular policies the application/proposal is. The levels of conformity are that the policy met the policy requirements, partly met or was contrary to policy requirements. This qualitative assessment will help us understand how each policy was used and to what effect for when the Local Plan is

Ref.	Page No. (From Broads Local Plan Pre- Submission)	Policy/ Para. No. (From Broads Local Plan Pre- Submission)	Proposed Change
			reviewed. As set out in section xxx, this review will start around 18 months after adoption of the Local Plan.
130	233	Appendix J	<i>The correction ensures the viability study is included in the list.</i> Broads Authority Viability Appraisal of the Broads Local Plan (2017)
131	235	Appendix K	<i>Add in ten residential moorings that have been permitted on appeal at Waveney River Centre. Update to reflect potential new allocations. Replace existing trajectory with new trajectory shown at Appendix A. **please note that the amended trajectory at Appendix A includes the reduction of moorings at Loddon Marina**</i>
132	238	M3	<i>Improvements to wording to aid clarity.</i> The SFRA identifies Flood Zones 2, 3a, 3b and indicative 3b as described above. The modelled 3b layer is in areas with an accurately modelled 1:20 overtopping/undefended outlines. The indicative 3b layer reflects Flood Zone 3a as a precautionary approach in areas which do not have modelled 1:20 overtopping/undefended outlines.

Appendix A: Proposed amended residential moorings trajectory

This reflects ten permitted at appeal at Waveney River Centre, five less at Loddon Marina (presuming this is agreed), 10 more at Somerleyton Marina and 6 more at Horning.



Appendix B: Showing the changes to the SFRA

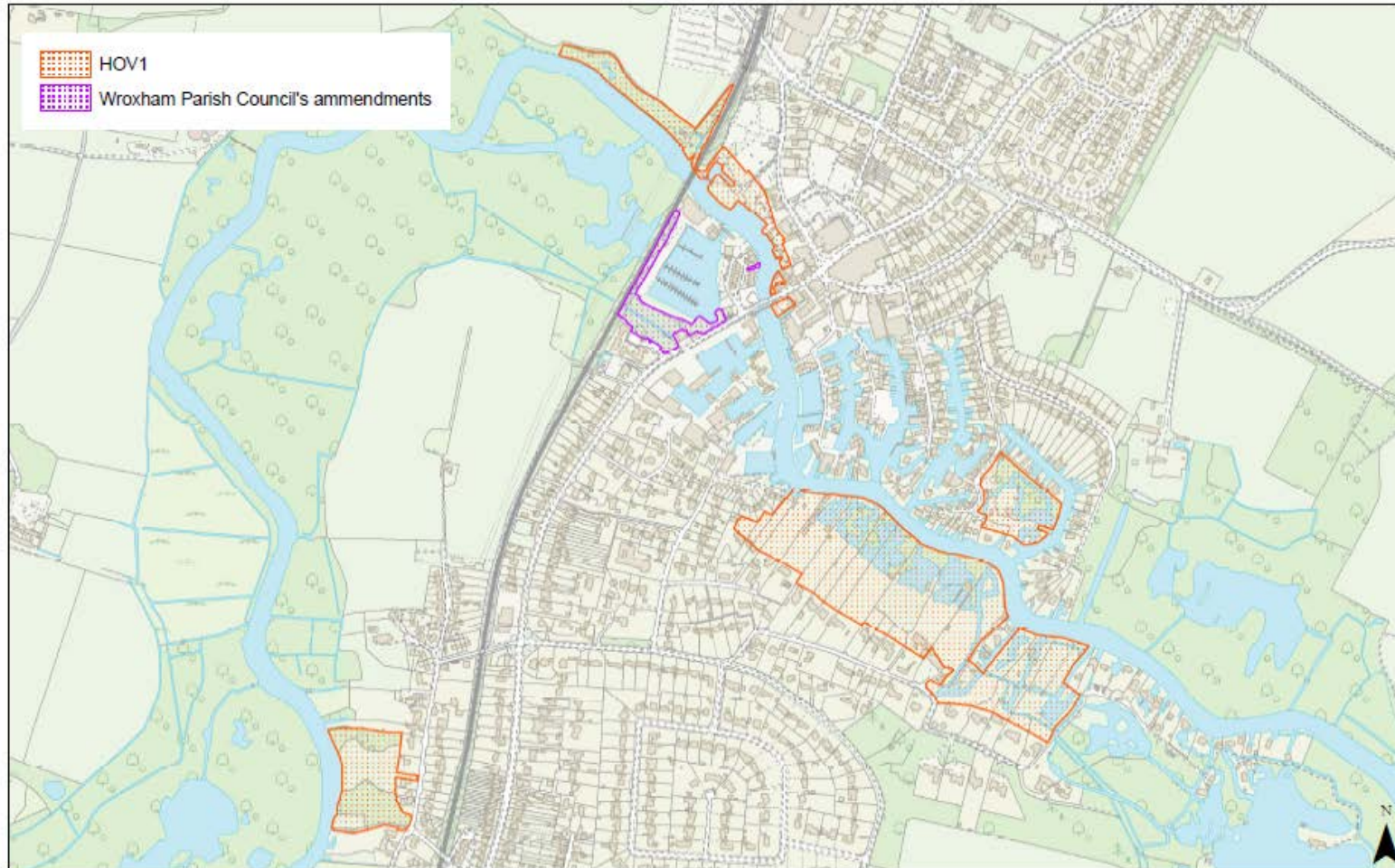
This does not materially affect the area that has a site specific policy.



Appendix C: Additional areas relating to HOV1 and shown on Inset Map 11.

Additional areas put forward for consideration by Wroxham Parish Council.

GREEN INFRASTRUCTURE
Hoveton



© Crown copyright [and database rights] 2017, 2004. OS 100021573, 100024198. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which the Broads Authority makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of this licence shall be reserved to OS. © Environment Agency copyright and/or database right 2017. All rights reserved. Some features of this map are based on digital spatial data from the Centre for Ecology & Hydrology, © NERC (CEH).

Appendix D: Proposed new policy allocating residential moorings at Horning.

Policy HOR8: Horning Residential Moorings (Ropes Hill)

Inset Map x

Proposals for Residential Moorings will be supported in the area marked on the policies map subject to:

- a) Adequate capacity at Horning Knackers Wood Water Recycling Site for foul water being proven in line with policy DM1 (Water Quality and Foul Drainage);
- b) Peat assessment, recoding and disposal or re-use in line with policy DM9 (Peat Soils);
- c) It being satisfactorily demonstrated that the proposal would meet the criteria in the Policy DM36 (New Residential Moorings) which will apply as the site will be treated as if it were adjacent to a development boundary;
- d) No adverse effects on trees, water quality and the conservation objectives and qualifying features of the nearby SSSI (site is within SSSI Impact Zone);
- e) Car parking provision set back from the river frontage with a suitable surface and landscaping treatment; and
- f) Careful consideration of the location and design of a small associated amenities block;

Conditions will be used to restrict the number, scale and size of boats using the residential moorings.

Constraints and features

- Horning Knackers Wood Water Recycling Centre constraints.
- Likely to be on peat soils.
- Residential and mooring land uses are characteristic of the area.
- Car parking areas exist but likely to need formalising.
- Highways considerations including surfacing of track and visibility splays.
- Near to sailing club.
- Adjacent to the existing Horning Conservation area and this is in the process of being reviewed.
- Accessed using a private road.
- Off main navigation channel.
- In a SSSI Impact Zone (Bure, Broads and Marshes SSSI).
- Flood Zone 3 (EA Mapping) and most 3a and some modelled 3b (SFRA 2017).
- Trees on site.
- Existing moorings are timber quay heading.

Reasoned Justification

The Authority would support around six residential moorings at Ropes Hill Dyke, Horning. The site has good access by foot to everyday services and facilities in Horning (such as a shops and a school). Bus stops to wider destinations are also within walking distance from the site.

One major constraint to the development of residential moorings at this site is the capacity for foul water at the Horning Knackers Wood Water Recycling Centre. The Joint Position Statement between the Environment Agency and Anglian Water shows a general presumption against development that would result in increased foul water flows. The Authority is aware of ongoing work by Anglian Water to resolve this issue, and as such, the site is allocated to come forward when this issue is resolved. It has been presumed in the residential mooring trajectory (Appendix X) that this will be from around 2024.

The scheme promoter has indicated that they would make a new mooring cut to accommodate the first three residential moorings. With the peat map at Appendix X indicating that this area could be peat, the requirements of

policy DM9 will need to be met. The cutting of new moorings will trigger the need for archaeological monitoring of any excavation (in line with policy DM10 Heritage Assets) particularly involving peat. A condition requesting an archaeological watching brief would be the minimum requirement in these circumstances. Furthermore, any quay heading and decking will need to be in timber in line with the surrounding area.

Proposals must also take into consideration the SSSI and Conservation Area near to this boatyard.

Whilst informal parking areas exist, there may be a need to formalise the parking areas. Parking should be set back from the river frontage, as not cause visual sprawl of the concentration of riverbank activities. Surfacing for the car parking would need to be carefully considered. Woodchip is used extensively in the area and this would be an appropriate solution in this instance. Boundary treatments and planting to the site boundaries should be considered to ensure that residential amenity is maintained and / enhanced for existing residencies.

Cabinets and storage of any kind should be kept to a minimum and sensitively designed. Any amenity building to provide toilets, showers and storage could be acceptable, subject to detailed design and location considerations. The removal of permitted development rights might be an appropriate way of controlling undesirable build-up of domestic paraphernalia.

Any future application should be accompanied by an appropriate arboricultural assessment to BS5837 and make provision for special construction techniques / mitigation as appropriate.

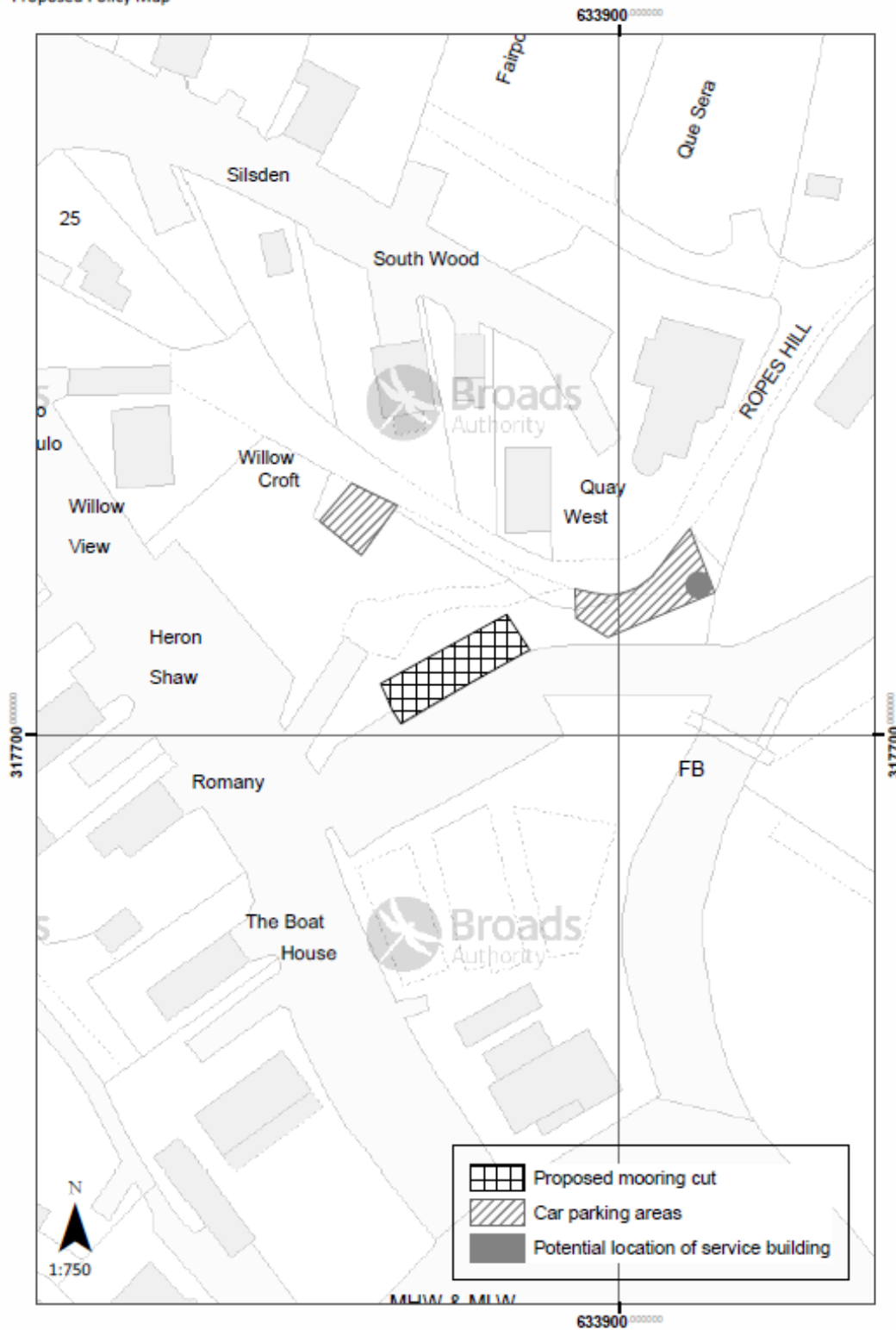
In the interests of residential amenity impacts, the number, size and scale of boats using the moorings will be controlled using conditions attached to future planning permissions.

Proposals will also need to show that there are adequate facilities for water supply, electricity and pump out.

The Horning area is an area of good dark skies – see policy DM21.

Evidence used to inform this policy

- Residential moorings assessment (2018)
www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan



© Crown copyright [and database rights] 2018 OS 100021573. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which the Broads Authority makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of this licence shall be reserved to OS. © Historic England 2017. Contains Ordnance Survey data.

Appendix E: Proposed new policy allocating residential moorings at Somerleyton.

Policy SOM1: Somerleyton Marina Residential Moorings

Inset Map

Policy PUBDM36 (New residential moorings) will apply as the boatyard will be treated as if it were adjacent to a development boundary. Proposals for residential moorings in the area marked on the policies map of up to a maximum of ten will be allowed in this area subject to:

- a) It being satisfactorily demonstrated that the proposal would meet the criteria in the Policy DM36 (New Residential Moorings) which will apply as the site will be treated as if it were adjacent to a development boundary;
- b) Not being at a scale which would compromise existing business on the site, as well as meeting the criteria in Broads' policies on general employment and boatyards;
- c) No adverse effects on trees, water quality and the conservation objectives and qualifying features of the nearby SSSI (site is within SSSI Impact Zone);
- d) Car parking provision only in the area of the existing boatyard buildings with a suitable surface and landscaping treatment;
- e) Quay heading upgraded to a satisfactory standard of a design in keeping with the local character, prior to use as residential moorings;
- f) Particular care relating to lighting in line with DM21 (Light Pollution and Dark Skies); and
- g) An assessment of the foul sewerage network to demonstrate that capacity is available or can be made available in time to serve the development.

Conditions will be used to restrict the number, scale and size of boats using the residential moorings.

Constraints and features

- Part of Somerleyton in Waveney District Council's Planning Area set for a development boundary and two sites allocated for residential development.
- Planning permission for a shop locally.
- Located within marina.
- County Wildlife Site nearby.
- Marina and moorings used for private rented moorings.
- Area for car parking near to the existing buildings likely to need formalising.
- Highways considerations including width of track and visibility splays.
- Adjacent to the existing Somerleyton Conservation area.
- Accessed using a private road.
- In a SSSI Impact Zone.
- Flood Zone 3 (EA Mapping) indicative 3b (SFRA 2017).
- Office could be converted to amenity block.
- Strong sense of tranquillity.
- Quay heading in parts is in need of repair.

Reasoned Justification

Whilst the entire marina of Somerleyton Marina is allocated, the Authority would support up to ten of the moorings at Somerleyton Marina being converted to residential moorings in line with policy PUBDM36. The benefits of a regular income as well as passive security that residential moorings can bring are acknowledged. However, in accordance with other Local Plan policies, the conversion of an entire business to residential moorings would not be supported. It is anticipated that the moorings will be place within five years of adoption of the Local Plan perhaps by the end of 2023.

The site has good access by foot to the school and train station. There is planning permission for a local shop.

Residential moorings would increase the parking demand in the context of continued parking requirements for existing boat users of the marina. The track to the north of the existing marina is unlikely to be suitable for developing car parking as it is exposed to views, and there may not be enough space here to formalise parking and allow for turning without making significant interventions. The Marina owners have indicated that car parking could be provided through re-arrangement of how the land is used near to the existing buildings where boats are stored. Subject to detailed design considerations such as surfacing and detailed location, car parking nearer to the buildings is the Authority's preference.

The Marina owners have stated that the existing office building would likely be converted to an amenity block for use by those living at the residential moorings, potentially containing storage, showers and toilets. Cabinets and storage of any kind nearer to the moorings, if required, should be kept to a minimum and sensitively designed. The removal of permitted development rights might be an appropriate way of controlling undesirable build-up of domestic paraphernalia.

The provision of residential moorings here could lead to the temptation to increase lighting, however the impact of artificial light on local amenity, intrinsically dark landscapes and nature conservation should be minimised as the Somerleyton area is an area of good dark skies – see policy DM21.

Proposals must also take into consideration the SSSI and Conservation Area near to this boatyard.

In the interests of residential amenity impacts, the number, size and scale of boats using the moorings will be controlled using conditions attached to future planning permissions.

Proposals will need to show that there are adequate facilities for water supply, electricity and pump out. There should also be space within the site for waste bin storage and presentation so it is not left within the highway.

The quay heading and pontoons used to moor and access boats may be in need of improvements and any application should address this. Any quay heading and decking should be detailed in line with the surrounding area.

Access to the site should provide adequate visibility splays (in line with DMRB standards) and the access width should be adequate to allow two vehicles to pass and accommodate large service vehicles.

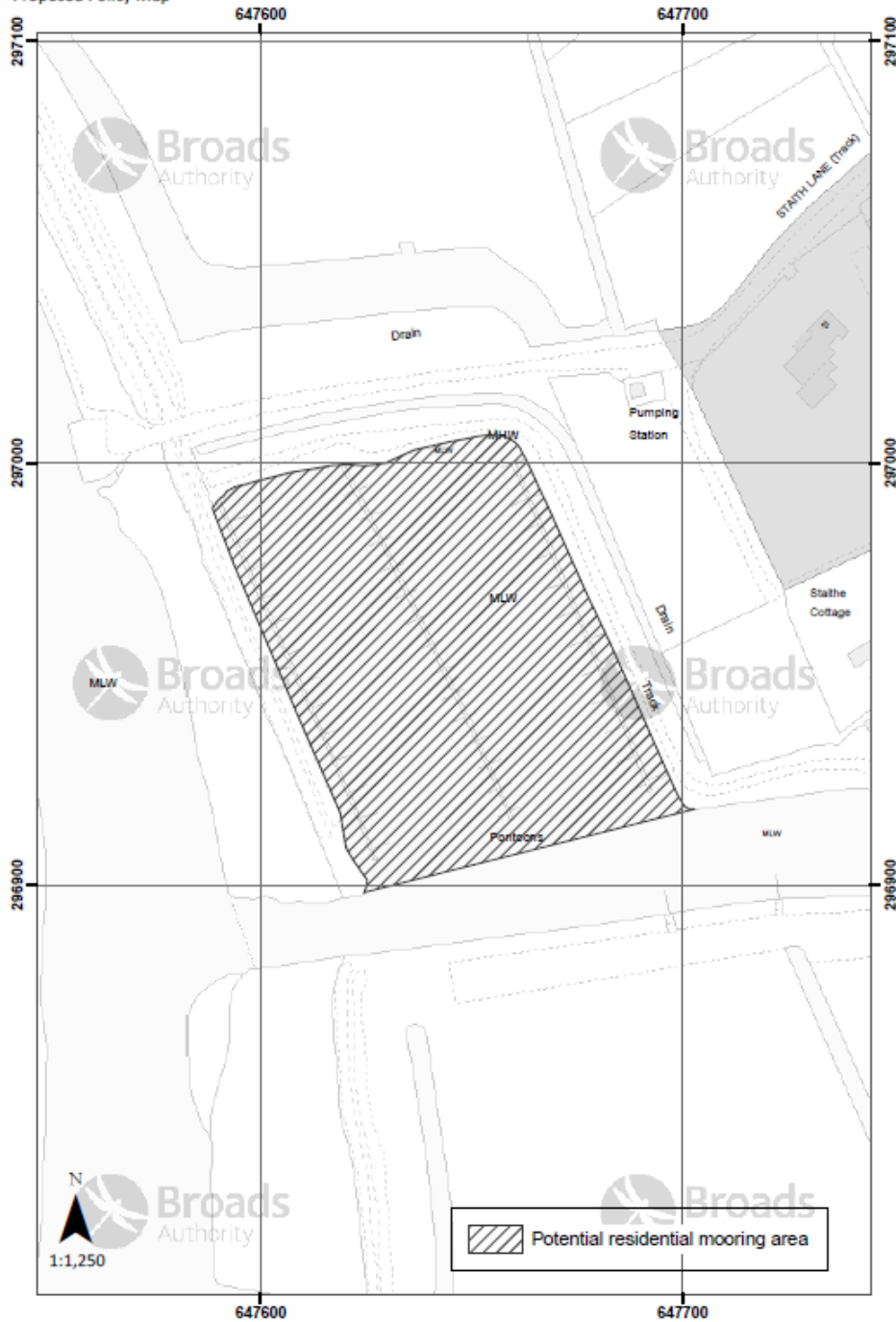
Anglian Water Services have identified the need for further details relating to the estimated flow and the proposed connection point(s) to the foul sewerage network be set out in the planning application.

HSE Safety in docks ACOP (<http://www.hse.gov.uk/pubns/books/l148.htm>) which is applicable to Marinas and will set out the minimum standards expected in relation to the safety provision.

Evidence used to inform this policy

- Residential moorings assessment (2018)

www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan



© Crown copyright [and database rights] 2018 OS 100021573. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which the Broads Authority makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of this licence shall be reserved to OS. © Historic England 2017. Contains Ordnance Survey data.

Appendix F: Proposed changes to TSA2

Policy PUBTSA2: Thorpe Island

Thorpe Island Inset Map 12

Development on Thorpe Island will be managed to:

- 1) maintain and enhance:
 - i) the character and appearance of the Conservation Area;
 - ii) the visual amenity and the residential amenity of neighbouring occupiers;
 - iii) the contribution of the island to the wider landscape of the River Yare; and
 - iv) the navigational value of the Yare and the New Cut; and
- 2) avoid any significant increase in:
 - v) the intensity or extent of mooring use;
 - vi) the intensity or extent of on-shore development required to support any lawful mooring uses;
 - vii) vehicular traffic using the bridge;
 - viii) dinghy access likely to lead to the mooring or storage of dinghies (or other small craft) on the Thorpe shore, unless specific and satisfactory provision has been made for this;
 - ix) car parking in the Thorpe area, unless specific and satisfactory provision has been made for this;
 - x) risk of groundwater or river water pollution; and
 - xi) flood risk, and reduce flood risk where practicable.

For planning purposes, the island is split into three parts, to which the following criteria apply:

a) Eastern End of Thorpe Island

This part of the island is retained in boatyard usage. Well-designed upgrades or renewals to the existing [boatyard buildings to facilitate the continued boatyard use and](#), which reflect this part of the island being in the conservation area and the urban/rural transition area, as well as being a gateway into Norwich, will be supported. Any proposals must also improve the landscaping of this part of the island. In relation to the private moorings along the river frontage, proposals which seek to give more order and improve the appearance of these moorings and the associated paraphernalia on the island itself will be supported. Any proposals for permanent residential moorings will need to comply with the requirements of PUBDM36.

b) Central part of Thorpe Island

Continued use of this area for low key recreation and private amenity space is supported.

c) Western end of Thorpe Island (including the basin)

This part of the island will be ~~used for low key uses~~ [retained as open in nature with no built development and used for informal recreational purposes only](#). Proposals which remove the poor quality structures and paraphernalia will be welcomed. Proposals shall make significant improvement to the visual appearance of the area and provide biodiversity enhancements.

Within the basin, the provision of private moorings for up to 25 vessels is acceptable, subject to the satisfactory provision of well-designed and screened on-site car parking, refuse storage and disposal, sewage disposal and upgrades to the bridge. Significant improvements will also be required to the landscaping. These moorings shall be private moorings only, and not residential moorings. Moorings shall be laid out in an informal configuration to avoid regimentation in appearance³. Proposals for the basin must include the removal and suitable disposal of the sunken vessels to improve the visual appearance of the area and enable safe usage of the basin.

³ This wording reflects the Inspector's decision. More detail and background can be found here: <http://www.broads-authority.gov.uk/news-and-publications/news/thorpe-island-full-facts>

Moorings will only be allowed within the basin and not along the river frontage.

No other development shall be permitted on the Western end of the Island.

Constraints and features

- Almost the whole of Thorpe Island is within the Thorpe St Andrew with Thorpe Island Conservation Area. (Only the railway line along the southern edge of the Island is excluded.)
- Almost the whole of the Island is in high flood risk zones (EA zone 3; SFRA 2017 most zone 2, 3a and 3b).
- The Island is in an area of 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.
- Bridges constrain types and size of vessels entering the river from the cut.
- For the Eastern and Central parts of the Island, there is no pedestrian or vehicular access from land; access is only by boat.
- Narrow vehicular access via a bridge to the Western end of Thorpe Island.
- Amenity of varying neighbouring uses.
- Limited utilities provision.
- Active railway line.
- Mooring basin.
- Sunken vessels within basin.
- Rural/urban transition area.
- Outside development boundary.
- River Green nearby (PUBTSA5).

Reasoned Justification

The semi-natural appearance that much of the Island provides is an important backdrop to views from River Green and its environs, and more generally to the character and appearance of the Conservation Area. It also provides a semi-natural view from the riverside path in Whitlingham Country Park, screening the traffic and urban development of Thorpe St. Andrew and helping provide a more tranquil and semi-rural character to the Park.

Since the closure of the hire boatyards that previously operated from the Island, a whole series of uses and operations, many unauthorised, have given rise to complaints from neighbouring occupiers and the Town Council, with successive enforcement actions by the Authority, decisions by the Planning Inspectorate and subsequent legal judgements by courts. The residential occupancy of the former boatyard office and the operation of a boatyard at the Eastern end of the Island are legitimate (Area A).

The Island has very limited access. A narrow bridge to the west does connect the Island to the shore but is very narrow, with poor alignment and emerging into a small residential estate, and is not a suitable route for significant traffic or heavy vehicles. There is a serious shortage of parking in the vicinity to serve local residents, local business, and visitors to the popular riverside area of River Green.

Significant development ~~or additional occupation~~ of the Island would give rise to additional pressure on this already limited capacity. Access to the Island is primarily by boat, but this too is constrained. Boat access to the north side of the Island from the main river (New Cut) is constrained by shoal water and the low air draught (clearance height) of the railway bridges at both ends of the Island, while the railway along the south edge of the Island rules out direct access to it from the main river. Therefore, further substantial development of the Island is not compatible with the very limited access to it, the lack of available car parking in the environs, the Island's contribution to the character and appearance of the Conservation Area, and the wider landscape.

The Environment Agency highlights that the site lies within its designated Source Protection Zone 1, and the importance here of avoiding the risk of pollution to the groundwater resources. It also emphasises the need to address the risks of water pollution for waterside sites in industrial/boatyard use.

The policy for the **eastern end of the Island** seeks the retention of the boat usage and allows for related improvements to the existing buildings. This reflects the flood risk to the site as well as there being no pedestrian or vehicular access. This is a prominent site at the gateway to Norwich. It is located in the Conservation Area, is within the transition from rural to urban, and is prominent from River Green. Along the river are many long term moorings, with associated paraphernalia on the island itself. It is haphazard in layout and in a prominent location with views from River Green, and the Authority seeks improvements to the appearance of this area.

Turning to the **central part of the island**, the usage includes boatsheds for storing of craft, rowing facilities and amenity plots. The policy seeks to retain this low impact use.

Finally, the **western end of the island** has been the subject of many complaints, enforcement action, planning appeals and legal action. A summary may be found here: www.broads-authority.gov.uk/news-and-publications/news/thorpe-island-full-facts. The provision of appropriately surfaced and screened car parking spaces, an agreed method of waste storage and collection as well as provision for pump out all on the island will ensure that the impact of any mooring provision within the basin is minimal on the nearby community. Subject to detailed design this provision could be located to the west of the marina, close to the existing bridge.

Evidence used to inform this policy

- The policy wording reflects the most recent Planning Inspector's decision.

Appendix G: Proposed changes to SSA47

Policy PUBSSA47: Changes to the Acle Straight (A47T)

See Map: [Appendix I: Acle Straight and considerations/constraints](#)

Any improvements to the Acle Straight will need to consider the following: Biodiversity mitigation and enhancement, visual impact, setting of the Broads, safety, congestion improvements and driving experience, while retaining the special qualities of an iconic and highly protected landscape.

The Authority will work proactively with promoters and designers of any proposals for changes to any aspect of the Acle Straight, at an early stage and throughout the process, especially at the feasibility and design stages.

Any proposed schemes will need to:

- a) Demonstrate clearly the justification for the changes, and with any benefits significantly outweighing any negative impacts;
- b) Undertake comprehensive constraint scoping at the earliest stage (particularly in relation to landscape, ecology and habitats, visual amenity, the historic environment and access, either temporary or permanent);
- c) Clearly demonstrate that there is no realistic alternative which would have avoided or had a lesser impact on the Special Qualities of the Broads Authority Executive Area;
- d) Set out clearly, based on robust evidence, the nature and scale of any resultant impacts to include those set out in b above; and
- e) Demonstrate how any negative impacts would be mitigated or compensated for, as well as opportunities taken to enhance the special qualities of the area, bearing in mind that the Broads is a protected landscape of national importance.

[The Authority acknowledges that schemes will be designed to national guidance and requirements and the following information explains locally important criteria that need addressing](#) ~~The following criteria must be addressed~~ through the design and delivery of any changes to the Acle

Straight and/or its access points:

- i) Detailed understanding and appropriate mitigation of impacts to designated wildlife areas and species and to land management practice;
- ii) Wildlife crossing points and habitat compensation;
- iii) Impacts on landscape, tranquillity and visual amenity identified and assessed, and significant adverse effects appropriately avoided, reduced or offset through mitigation;
- iv) Surface water run-off and pollution risk from spills fully understood and addressed in terms of containment methods, volume, flow and impacts on water quality;
- v) Lighting in any scheme kept to a minimum, thoroughly justified and well designed, and will not contribute to light pollution;
- vi) [Any impacts on any of the existing footpath/Public Right of Way networks be understood and mitigated or compensated for. If feasible, the provision of a strategic walking and cycling route between Acle and Great Yarmouth be provided as part of the scheme.](#) ~~Walking, cycling and horse-riding route (or routes), with appropriate entry points and links to nearby urban areas and nearby public rights of way, will be provided;~~
- vii) Interpretation measures and opportunities to safely enjoy and appreciate the iconic views to the mills and over the marshes will be provided;
- viii) Any enhancements to landscape, heritage, biodiversity, water management, recreation and habitat resulting from the Heritage Lottery Funded scheme (Water, Mills and Marshes) will need to be fully understood, protected and enhanced;

- ix) Any impacts of the scheme on designated or undesignated heritage assets or their setting, including waterlogged archaeology and traditional dyke networks, will be thoroughly assessed and mitigated. Opportunities will be taken to conserve and interpret the features that relate to the distinctive cultural landscape of the drained marshland;
- x) Transport infrastructure, including roads, bridges, lighting, signing, other street furniture and public transport infrastructure will be carefully designed and maintained to take full account of the valued characteristics of the Broads; and
- xi) Accesses onto and from the road will be balanced against the overall impact of the scheme on the special qualities of the Broads.

Constraints and features

- Entire length of Acle Straight in Flood Zone 3 (EA mapping) and indicative 3b using SFRA 2017 mapping.
- Western end: Damgate Marshes SSSI, Halvergate Marshes SSSI, Broadland SPA, Broadland Ramsar site and The Broads SAC.
- Eastern end: Breydon Water LNR, SSSI, Ramsar Site, SPA, [Outer Thames Estuary SPA](#).
- Stracey Arms Drainage Mill (listed building) is next to the Acle Straight.
- Other listed buildings with a view towards the Acle Straight that can be viewed from the road.
- Halvergate Marshes Conservation Area.
- The Broads is a site identified by Historic England as having exceptional potential for waterlogged archaeology.
- Undesignated heritage assets that contribute to the cultural heritage of the area, such as the WW2 defences and assets identified on the Norfolk HER and Broads Local List.
- Numerous accesses to tracks, for example to farms.
- Numerous level crossings accessed from the Acle Straight.
- Branch Road junction.
- Little Whirlpool Ramshorn Snail (*Anisus vorticulus*) is a European protected species.
- The Acle Straight runs in between railway line and river.
- Open and flat landscape.
- Historic dyke networks with associated features.
- Rights of Way.
- Future changes resulting from the HLF [bid project](#).

Reasoned justification

The A47 passes through the Broads between Acle and Great Yarmouth, known as the Acle Straight.

The A47 is the main east-west connection in northern East Anglia. It links [Lowestoft to Great Yarmouth and then](#) with Norwich, King's Lynn and Peterborough to the A1, with connections to the Midlands and the north of England. At Great Yarmouth and Norwich, connections to Europe and beyond are available via the port and airport. [New Anglia Local Enterprise Partnership's Economic Strategy considers this route of strategic importance.](#)

This policy relates to any changes to the Acle Straight. This includes any safety improvements programmed for the road, as well as any future plans for its dualling. There is an ambition promoted by the A47 Alliance to dual the A47 for its full length, including the stretch between Acle and Great Yarmouth. This is a long-term ambition for post-2021. In the medium term, Highways England plan to undertake safety improvements at key hotspots on the Acle Straight.

In December 2014, funding was announced in the Government's Autumn Statement to deliver improvements along the A47, including safety improvements along the Acle Straight. Two schemes in particular are of relevance:

- A47/A12 Great Yarmouth: junction improvements, including reconstruction of the Vauxhall roundabout.

- Safety improvements at key hotspots, and joint working with Natural England to establish environmental impacts and mitigation measures for the medium and long term which could include installation of safety barriers, junction improvements and road widening or capacity improvements.

The dualling of the Acle Straight has the potential to come forward during this Local Plan period. The Authority considers that this policy enables designers of any future scheme to take into account, and address in an adequate and appropriate way, important issues and considerations.

The Broads Authority is unlikely to determine any future planning application for dualling the Acle Straight. The scheme is likely to be determined as a Nationally Significant Infrastructure Project (NSIP) by the Planning Inspectorate, because the developable area could be over 12.5Ha and because the scheme could have environmental impacts⁴.

The Authority acknowledges that changes to the Acle Straight could bring benefits in relation to road safety, improved management of surface water and pollutants, and the economy of the local area [in particular economic growth of the sub-region of Great Yarmouth and Lowestoft and wider region](#)⁵ through reduced congestion and delays and more reliable journey times. There are also opportunities associated with schemes as mentioned in the policy, such as the potential for archaeological finds, a new route alongside a dualled road, and potential for interpretation of the Broads.

In relation to roads in particular, Defra guidance in the English National Parks and the Broads UK Government Vision and Circular 2010, states: *'there is a strong presumption against any significant road widening or the building of new roads through a (National) Park unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs significantly. Any investment in trunk roads should be directed to developing routes for long distance traffic which avoids the Parks'*. Furthermore, NPPF paragraph 115 says that *'great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty'*. NPPG paragraph 116 goes on to say that *'planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest'*.

It should also be noted that the statutory purpose of the Broads Authority is to protect the interests of the Broads. Section 17A of The Norfolk and Suffolk Broads Act 1988 imposes a statutory duty on authorities to have regard to the relevant statutory purposes when exercising their functions that can affect land in the Broads. For the avoidance of doubt, the special characteristics of the Broads are those set out at section 8.4. Furthermore, of particular importance and relevance in understanding the impacts of any scheme are the Broads Landscape Sensitivity Study and Broads Landscape Character Assessment. Areas 19, 24, 25 and 20 of these studies are the relevant areas for consideration.

[The Authority acknowledges that schemes will be designed to national guidance and requirements, and the policy and the following information highlights and explains locally important criteria that need addressing in any scheme. It is considered that the clear guidance the policy and supporting text provides will assist in the development and design of any future scheme.](#) Fundamentally, because of the potential adverse impacts that highway improvement schemes to the Acle Straight may have on the landscape, visual amenity, historic environment, ecology, habitats, access and special characteristics⁶ of the Broads, of either a temporary or permanent nature, any changes to the Acle Straight will need to be thoroughly justified and be designed to reduce and avoid such impacts in the first place. Only then can mitigation be considered. These specific criteria are to be noted:

- Wildlife and habitats

⁴ NSIP: www.legislation.gov.uk/ukxi/2013/1883/pdfs/ukxi_20131883_en.pdf

⁵ A47 Wider Economic Benefits (2012) www.a47alliance.co.uk/assets/AgendasMinutes/Wider-Economic-Benefits-A47.pdf

⁶ [The Special Qualities of the Broads are set out in section 8.4 of this Local Plan.](#)

The Broads is one of the nation's richest areas for biodiversity, with European designated habitats and species flanking and occupying the habitats close to the existing road. European and nationally protected species such as water vole, bat and otter are likely to be impacted by any changes. Water voles have suffered drastic declines across the country in recent years, although populations in the Broads are still high. Any loss of water vole habitat in the ditches would need to be compensated and water vole populations translocated.

Any increase in lighting could potentially cause adverse impacts on bat populations in the area. Light pollution is known to deter bats from commuting and foraging areas, delay their emergence for hunting and cause disturbance to roosts.

The area is already a significant site for otter mortality. Road widening risks making this worse, so the Authority would expect changes that underline the need to include enhancements, such as wildlife crossing points. Other impacts on wildlife, such as increased barn owl road fatalities, would also need to be addressed.

Many of the grazing marsh ditches hold conservation designations of European importance, supporting important plant and invertebrate communities. Any impacts to the ditch network would need to address this loss, considering alternatives, mitigation (including translocation), compensation, long term conservation and monitoring.

One of the already specified issues that changes to the Acle Straight would need to address is the Little Whirlpool Ramshorn Snail. The dykes around the current road are one of the few habitats of this species, which is on an international 'red list' of endangered species. It is a small aquatic snail with a flattened spiral shell of approximately 5mm in diameter. It has been declining from the UK since the 1960s, although the reason for the decline is not clear. A study investigating the potential to translocate the snail (AECOM, March 2015) concluded that translocation was a potential option, but identified various considerations such as:

- Pathogen transference has been highlighted as an issue, and as such receptor and donor sites should derive from the same drainage unit.
- Donor sites must have a robust population and only sites with no current population should be used as receptor site.
- In order to ascertain these sites and to increase knowledge of the target species, robust pre-translocation survey is a necessity.
- In addition, receptor sites will need to be properly assessed to ensure the receiving habitat is suitable.

Large scale changes such as dualling the Acle Straight are likely to result in the loss of habitat as the surrounding dykes could be lost, as could some marshland. The Authority would expect any loss to be avoided and then minimised, with compensation likely to be required. Areas requiring compensation include the need to secure land purchase, conservation management or long term covenants for defined enhancements, and monitoring regimes. In the first place a scoring system for compensation should be worked up by independent consultant and agreed by all parties.

- Landscape and tranquillity

Another key issue is the impact of changes to the road on the landscape character of the Halvergate Conservation Area. The A47 crosses an area known as the Halvergate marshes or Halvergate triangle. This area forms one of the defining landscapes of the Broads Authority Executive Area, being a vast panoramic expanse of grazing marsh dotted with windmills and often teeming with wildlife. The sheer scale, inaccessibility and emptiness of much of the marshland means it remains largely quiet and isolated. It is designated as a Conservation Area and its biodiversity interest is recognised through national and international designations. The dualling of the Acle Straight ~~has the~~ has the potential to cause significant adverse effects ~~potential to have a very significant impact on~~ both the existing landscape character of the area (including tranquillity through increased traffic noise) and nature conservation interests.

The above notwithstanding, it is recognised that the current use of the road, which is often characterised by congestion, does not always positively contribute to a sense of tranquillity in the area and improvements to the road which better facilitate the movement of traffic could potentially result in benefits to tranquillity in the area.

Proposed highway improvement options are likely to range in scale, nature and extent. A number of key characteristics have the potential to be affected through highway improvements, through both the construction phase and as a result of the completed project. The significance of the effects on the landscape and visual amenity of the area (adverse or beneficial) of any option proposed will need to be assessed in accordance with current guidelines. Reference will need to be made to the current landscape character assessments for Local Character Areas 19, 24, 25 and 20 and the Conservation Area appraisal.

Dualling of the Acle Straight ~~is likely~~ has the potential to cause significant adverse effects on the existing landscape character. Mitigation of these effects may be challenging and would need to recognise that common methods such as screening tree belts may be highly intrusive in terms of the extensive open landscape character.

Noise is an important aspect of tranquillity. Schemes should seek to address this, but the provision of noise barriers would be detrimental to the iconic landscape viewing potential along this route. There could be scope for low noise surfacing.

- Surface water

Changes to the Acle Straight could result in more impermeable surfaces, leading to a greater volume of surface runoff to wash more pollutants off the road surface. The sensitive habitats nearby could be adversely affected by pollutants.

Any changes to the Acle Straight would need to address increased risk of flooding at that point and elsewhere by implementing sustainable drainage or SuDS, and by considering potential hazard to water quality from the surface runoff. Water may require additional treatment prior to disposal and adequate steps need to be put in place. Where any SuDS are proposed, it is important to demonstrate that the SuDS hierarchy (see policy PUBDM5) has been followed both in terms of:

- Surface water disposal location, prioritised in the following order: disposal of water to shallow infiltration, to a watercourse, to a surface water sewer, combined sewer / deep infiltration (generally greater than 2m below ground level); and
- The SuDS components used within the management train (source, site and regional control).

The CIRIA SuDS Manual C753 (2015) looks at designing sustainable surface water drainage from highways, and designing for water quality issues. Additional measures to address accidental spills will also need to be considered.

The Acle Straight is almost entirely within an Internal Drainage Board (IDB) area and the Water Management Alliance should be consulted at an early stage. If infiltration is not favourable, they should be consulted to establish if surface water drainage discharge to a managed network would require consent.

The Environment Agency should also be consulted with regard to water quality and any particularly sensitive receptors nearby as well as in relation to strategic flood risk and any mitigation required to compensate for any floodplain affected. The Environmental Permitting (England and Wales) Regulations 2010 may be of relevance as well.

- Light pollution

The Authority's Dark Sky Report (2016) shows that the Acle Straight has good quality dark skies, with the western end in particular having very good quality dark skies⁷. Any schemes need to be assessed in line with policy PUBDM21 Light pollution and dark skies.

⁷ The readings taken along the Acle Straight were all over 20 arc magnitudes per second with those to the western end of the Acle Straight in particular being over 20.5 arc magnitudes per second.

- Walkers, cyclists and horse riders

Changes to the Acle Straight offer the opportunity to improve provision for walkers, cyclists and horse riders and provide new facilities. The Broads Integrated Access Strategy has an aim for a shared use path along the length of the Acle Straight, which would provide a new link to enable non car journeys between Acle and Great Yarmouth.

- Interpretation and appreciation

The route is a tourist route as well an access route. Changes to the Acle Straight could include provision of parking laybys, allowing people the opportunity to appreciate the iconic landscape. The Authority would expect these areas to have no impediment to the view, and to provide interpretation points that would add to the visitor experience of the Broads.

- HLF scheme⁸

The Broads Landscape Partnership has received a grant of £2.6m from the Heritage Lottery Fund (HLF) through its Landscape Partnership (LP) programme for the Water, Mills and Marshes project. The project aims to enrich and promote heritage sites in the area between Norwich, Great Yarmouth, Lowestoft, Acle and Loddon, unlock the benefits of this distinctive landscape for local people and give them the skills to protect it as a legacy for future generations. Iconic drainage mills on Halvergate marshes, an area which boasts one of the greatest concentrations in Europe, will be documented and renovated through a Heritage Construction Skills training scheme.

Delivery of the HLF project is set for 2018 to 2022. At the time of writing, the results of the scheme and their impact on the landscape in the Halvergate Marshes area is not known. The changes to the area will be an important consideration for any proposals to change the Acle Straight.

- Heritage assets

The listed Stracey Arms Drainage Mill is located immediately adjacent to the Acle Straight. The impacts of changes on this heritage asset will need to be addressed. There are many other intervisible (seen from each perspective) drainage mill structures, both nationally and locally listed, collectively forming the largest grouping in the UK. All of them contribute to the historic character of the drained marshland. The Norfolk HER contains many records relating to the area both in terms of archaeology and built form, an example being the World War 2 defences that remain in situ on the marshes.

The special historic interest of Halvergate marshes is particularly significant as a constantly evolving cultural landscape. That evolution is illustrated by numerous remnant structures, landscape and archaeological features, that collectively contribute to the historic significance of the area. Historic England has recognised this significance in terms of undiscovered archaeology and identified the Broads as an area of *exceptional potential for waterlogged heritage*. See policy PUBDM10 Heritage Assets, which relates to archaeology.

Virtually the whole of the Acle Straight corridor lies within the Halvergate Marshes Conservation Area, a designated Heritage Asset characterised by the cultural landscape and the features within it.

The Authority would expect that the historic significance, including the potential archaeological significance of the area, is fully assessed and analysed in any proposal for changes to the Acle Straight. The historic environment is a finite resource and once lost cannot be replaced. The Authority therefore expects that any adverse impact on the historic environment, either built, landscape or archaeological, is kept to an absolute minimum, and that any adverse impact resulting from change is fully assessed and can be justified in line with the tests set out in section 12 of the NPPF. Where justification for harm can be made, any impact or harm should be mitigated, including improvements to existing features.

- Practicalities

⁸ Water, Mills and Marshes: www.broads-authority.gov.uk/looking-after/projects/water,-mills-and-marshes

The current route has various pinch points bounded by river on one side and railway on the other. Further, numerous farm accesses and the road towards Halvergate will need to be accommodated. This may mean that any improvements cannot be fitted 'on-line' and a wider route choice corridor has to be considered. This could have immense implications on the landscape, history and ecology and could alter the attitude of the Authority to any proposals. Constraint scoping needs to be undertaken very early in the process.

Evidence used to inform this section

- Broads Dark Skies Report (2016): www.broads-authority.gov.uk/_data/assets/pdf_file/0007/757402/Broads-Authority-Dark-Skies-Study-March-20161.pdf
- Halvergate Marshes conservation area appraisal: Not on line
- Landscape Character Assessment (2017).
- Feasibility study on the translocation of the little whirlpool ramshorn snail (AECOM 2015)
www.gov.uk/government/uploads/system/uploads/attachment_data/file/454014/Feasibility_Study_Lesser_Whirlpool_Ramshorn_Snail_DRAFT_Redacted.pdf

DRAFT

Appendix H: Proposed changes to DM46

Policy PUBDM46: Planning obligations and developer contributions

The Authority will seek appropriate contributions from developers to serve the development and its occupants. Where the development is of a type that will introduce additional pressure on the Broads Authority Executive Area, including for permanent moorings, contributions will be sought towards the appropriate provision of social facilities and benefits including affordable housing, biodiversity enhancement, recreational, community and navigation facilities, and to achieve sustainable development.

~~Contributions may be sought towards, or commitments to provide:~~

- ~~a) Affordable housing (as detailed in policy PUBDM33);~~
- ~~b) Community infrastructure (including police and fire service provision, community halls, sports facilities, education facilities and libraries);~~
- ~~c) Green infrastructure and biodiversity/geodiversity on-site mitigation, management, off-site compensation and/or enhancement;~~
- ~~d) Open space and children's play facilities;~~
- ~~e) Landscaping, landscape enhancement and management;~~
- ~~f) Public footpaths, rights of way, green links, signing and maintenance;~~
- ~~g) Waste management and recycling facilities;~~
- ~~h) Highway works and/or improved public transport facilities and funding for the implementation of Travel Plans;~~
- ~~i) Flood management/mitigation;~~
- ~~j) Dredging to maintain navigation (any part of the operation);~~
- ~~k) Administrative costs;~~
- ~~l) Visitor or de-masting moorings; and~~
- ~~m) Conservation or enhancement of heritage assets.~~

~~Other~~ Contributions may be sought in appropriate circumstances. Where appropriate, the standards and thresholds adopted by the relevant authority, including Housing Authorities [and County Councils](#), will apply. Contributions may be pooled with others from outside the Broads area to fund wider community infrastructure.

Reduced contributions, where necessary (for example due to the exceptional costs of redeveloping a particular site), will be negotiated on an 'open book' basis, based on the financial viability of the scheme.

Reasoned Justification

Development can place additional pressure upon physical infrastructure, social facilities and green infrastructure, and it is a well-established principle that new development should contribute towards the cost of meeting these additional demands. Developer contributions (also referred to as Planning Obligations) are a means of funding works to mitigate the impact of development, and to provide benefits to local communities and support the provision of local infrastructure.

Where existing infrastructure is inadequate to meet the needs of new development, the Authority will use conditions or planning obligations to ensure that proposals are made acceptable through securing the provision of necessary improvements to facilities, infrastructure and services.

The nature and scale of any contribution sought for this purpose will be related to the development proposed and its potential impact upon the surrounding area. It is important to consider the following in relation to Developer Contributions (as set out in the Community Infrastructure Levy Regulations 2010 as amended, regulations 122 and 123):

- Developer contributions must be necessary to make the development acceptable in planning terms, be directly related to the development, and be fairly and reasonably related in scale and kind to the development.

- The combined total impact of contributions should not threaten the viability of the scheme.
- There are currently pooling restrictions on S106 contributions, whereby only five contributions can be sought towards generic types of infrastructure.

The Authority will seek contributions towards transport, police and fire service provision, education facilities, libraries, [health facilities](#) and social service provision where appropriate, using Planning Obligations standards prepared by Norfolk and Suffolk County Councils. The Authority will also apply the standards and thresholds adopted by the relevant constituent District Council to calculate the contributions to be sought ([for example in relation to play and open space and waste management](#)). Contributions to affordable housing will be sought in accordance with the approach set out in policy PUBDM33 on affordable housing and policy PUBDM6 on open space.

In relation to the protection [and use](#) of the waterways and navigation, contributions will be sought from development, where appropriate⁹, towards dredging [and provision of moorings](#) (see PUBDM32). The dredging and proper disposal of sediment from the bed of the rivers and broads is the largest cost in the maintenance of the navigation area. The required level of contribution will be calculated on a site-by-site basis, using the Authority's latest available dredging costings and reflecting site specific characteristics such as quantity, contamination and ease of disposal. ~~The Authority will seek an administrative contribution to cover the cost of arranging and monitoring developer obligations.~~

Any financial contributions resulting from planning obligations will be held by the Authority until agreement is reached with the providing body for the relevant facilities to be provided. If agreement is not reached or the infrastructure is not constructed, those monies will be returned to the developer after a period of 10 years. Maintenance sums will be sought for the first 10 years of the life of a facility where relevant (15 years for highways maintenance in relation to bridges or other highway structures, 120 years for lifetime replacement).

The Broads Authority and CIL

The Community Infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008. It is a discretionary charge that can be used as a tool by local authorities in England and Wales to help deliver infrastructure to support the development of their area. The Broads Authority has not introduced a CIL, due to the low levels of development in the area, difficulties involved in identifying specific Broads' infrastructure, and the costs of collecting and monitoring CIL when balanced against the sums likely to be generated.

Evidence used to inform this section

- Policy rolled forward from Development Management DPD and Core Strategy.
- Amendments as a result of officer experience and changes to national policy.

⁹ The development may be in an area which is not usually dredged and might attract more vessels. Or might be in an area where larger boats are attracted so would need more dredging to increase the water depth.