

## **Annex:**

- **Appendix 1: Roles and responsibilities**
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# Appendix 1: Roles and Responsibilities

## Summary by activity

Activity	Responsibility
<b>Angling &amp; fish</b>	The Environment Agency issues rod licenses and also works to improve fish habitats. Norwich City Council issues permits for angling on stretches of bank it owns. Anyone who wishes to fish from any stretch of bank should also contact the relevant landowner.
<b>Anti-social behaviour</b>	Anti-social behaviour (i.e. noise complaints) can be reported to the Police if it takes place in a public place. Emergencies should be reported to the Police using the number 999. <a href="#">Further information is available on Norwich City Council's website.</a>
<b>Bank management</b>	It is up to the landowner of any stretch of bank to maintain it. The Norfolk and Suffolk Broads Act 1988 Schedule 5 s11 gives the Broads Authority the power to require landowners to put landing places, embankments, private moorings or structures into a good state of repair.
<b>Biodiversity, ecology &amp; water quality</b>	The Broads Authority has a statutory duty to complete Water Framework Directive assessments. The BA also administers river works licences while the Environment Agency gives separate consents for works on the Wensum. Natural England can provide advice on projects which may affect designated sites. The Environment Agency collect water quality monitoring data which the Broads Catchment Partnership interprets. The Broads Authority also collects water plant data.
<b>Boating on the river</b>	As the Navigation Authority, the Broads Authority is responsible for navigation safety on the river and for the signing and marking of waterways, maintaining the network of 24 hour moorings and providing a ranger service to assist the public and enforcing byelaws (such as speed limits)
<b>Boat mooring - illegal mooring</b>	Incidents of prolonged illegal mooring should be reported to NPS Norwich Ltd which manages the council's property assets.
<b>Boat mooring - installation, management &amp; navigation</b>	The landowner should be the first contact in discussions about the management of existing moorings or any proposals for new moorings. Norwich City Council owns the bed of the River Wensum. The Broads Authority has a duty to maintain navigation so will also have an interest in mooring and obstructions along the river. A Navigation Works licence is required for any works which will affect the navigation of the Wensum. The Broads Authority ensures boats are compliant with the requirements of the Boat Safety Scheme and have insurance and manages the network of 24-hour moorings including the Yacht Station

<b>Activity</b>	<b>Responsibility</b>
	during the summer season
<b>Dredging and de-silting</b>	It is primarily the responsibility of the Broads Authority to dredge and de-silt the River Wensum downstream of New Mills. The Environment Agency is responsible for the dredging and de-silting of the Wensum upstream of New Mills.
<b>Flooding, flood defence &amp; Sustainable Urban Drainage Systems (SUDS)</b>	The Environment Agency can advise on appropriate mitigation and adaptation for most development proposed within flood zones 2 and 3. Any works on or near a main river or flood defence structure, in a flood plain, or on / near a sea defence may require a permit for flood risk activities. The EA can also advise on many other issues related to flood risk from fluvial and coastal sources and provides support and co-ordination during significant flood incidents. The County Council is the Lead Local Flood Authority (LLFA) for Norfolk and they have responsibility for managing local sources of flooding from surface-runoff, groundwater and small watercourses. The LLFA has a duty to develop, maintain and deliver a strategy for the management of local flood risk, to investigate significant flooding and to advise on the suitability of Sustainable Urban Drainage Systems (SuDS) proposed as part of new major developments.
<b>Hire boat licencing</b>	The Broads Authority administers licences for boat hiring companies.
<b>Leisure &amp; tourism</b>	Norwich City Council and Visit Norwich are the primary leaders on tourism in Norwich, while the Broads Authority takes an active interest in tourism opportunities with relation to the river.
<b>Maintenance of bridges</b>	Norfolk County Council is primarily tasked with the maintenance of bridge structures and landing points while Norwich City Council is tasked with the maintenance of the surface of adopted highway bridges. Some bridges are not in public ownership and are maintained by private owners (i.e. Network Rail are responsible for the maintenance of the Trowse railway bridge)
<b>Litter collection</b>	Norwich City Council collects litter both in the river and on the riverbank. This is undertaken by a monthly boat collection; the boat goes upstream and downstream of New Mills on alternate months so each section of the river gets cleaned six times per annum. The Broads Authority has no specific responsibility for litter collection but in practice they carry out a litter sweep at the beginning of each year and then pick litter up as and when necessary when the rangers are out and about.
<b>Maintenance of lighting</b>	Norwich City Council maintains lamp-posts on public land.

<b>Activity</b>	<b>Responsibility</b>
<b>Maintenance of public open space</b>	Norwich City Council maintains areas of open space which are adopted, leased or owned by the city council.
<b>Maintenance of Riverside Walk</b>	Norwich City Council maintains stretches of Riverside Walk which are adopted public highway or are owned or leased by the city council. Any other stretches of Riverside Walk are maintained by their owner.
<b>Maintenance of trees on public land</b>	Norwich City Council maintains trees on public land. Trees on private land are maintained by the landowner.
<b>Planning</b>	Most forms of development will require planning permission. The Planning Portal ( <a href="#">hyperlink</a> ) can help with most enquiries. Speak to Norwich City Council about development on the land and the Broads Authority about development on the river (downstream of New Mills Yard).
<b>Surface water outfall</b>	Anglian Water manages water services and water recycling. Some recycled water enters the River Wensum.
<b>Tolls and boat registration</b>	The Broads Authority collects tolls for vessels kept or used within its navigation area or adjacent waters.

## Summary by organisation

### Norwich City Council

- 1.1 Norwich City Council is the city's local authority and is responsible for the operation of a wide range of public services within its administrative area. Key functions and responsibilities relating to the river are set out below.

**Table 1**

<b>Planning function</b>	Norwich City Council is the local planning authority for Norwich, so most forms of development within the river corridor will require planning permission from the council, excluding development on the river itself for which the Broads Authority is the relevant planning authority (see below). As part of its planning function the council provides pre-application advice to landowners and developers, processes planning applications, and produces local planning documents including the local plan and supplementary planning documents. The river corridor includes many historic buildings and structures; the planning function includes processing applications for conservation area consent and listed building consent.
<b>Landowner</b>	The city council owns the riverbed south of New Mills (out to Hardley Cross, Loddon), and the Port of Norwich - the area between Foundry Bridge and Carrow Bridge (Riverside and Corporation Quay). The council therefore has an interest in mooring and development on the river. The council also owns significant land and buildings close to the river, including New Mills Yard and Norwich Yacht

	Station, Wensum Park, Anderson's Meadow, and Mary Chapman Court. Where buildings are owned by the council there are often leaseholds or partnerships in place which means that they are managed and maintained by others. Completion of the Riverside Walk is a long-standing council ambition and the council has acquired extensive sections of riverbank in pursuance of this objective. Whilst this is publicly available land, the council has the responsibility to maintain it (and other Riverside Walk land that it leases) and deal with any other issues that arise such as anti-social behaviour.
<b>Walking and cycling</b>	The council promotes enhanced walking and cycling routes throughout the city area. The Norwich cycle network (or Pedalways) links with the Riverside Walk in a number of locations.
<b>Maintenance responsibilities</b>	The city council has a wide range of maintenance responsibilities related to its landholdings within the river corridor. Maintenance responsibilities include grounds maintenance, maintenance of trees on public land, maintenance of open spaces and of the riverside walk, maintenance of river structures (eg pontoons, moorings), lighting maintenance, and litter picking. Highways maintenance is also a city council function as the council acts as an agent for the Highway Authority (Norfolk County Council).

- 1.2 Other city council roles and responsibilities include promotion of the city's tourism, events and sporting opportunities including any such opportunities relating to the river, economic development, housing, and community engagement. Further information on the city council's roles and responsibilities can be found on the [Norwich City Council website](#).

### **The Broads Authority**

- 1.3 The Broads Authority is a Special Statutory Authority established under the Norfolk and Suffolk Broads Act 1988 with similar responsibilities to those of the English National Parks. It is the Local Planning Authority for the tidal River Wensum through Norwich up to New Mills Yard and the Harbour and Navigation Authority. The Broads Authority has three duties as set out in the Norfolk and Suffolk Broads Act 1988 and the Broads Authority Act 2009: conserving and enhancing the natural beauty of the Broads, promoting the enjoyment of the Broads by the public, and protecting the interests of navigation.
- 1.4 The Authority is also a Harbour Authority and has a duty to maintain the Norwich Navigation providing access to the Port of Norwich for commercial craft. The Authority's duties and responsibilities apply to the River Wensum downstream of New Mills. Development which is proposed for the river and its banks will require planning permission from the Broads Authority. The Broads Authority is a statutory consultee on planning applications affecting

land adjacent to the river which are dealt with by Norwich City Council and provides advice on design of developments and use of the river and its banks (up to the mean high water mark). The Broads Authority also has a number of responsibilities and functions associated with boating on the river including: mooring; hire boat licensing; boat registration and tolls; operating Norwich Yacht Station during the summer season; dredging the riverbed; maintaining and improving the navigation area to a suitable standard; health and safety and boat safety scheme; and signage on the river. The Broads Authority promotes the enhancement of biodiversity, ecology & water quality. Along with the city council, the Broads Authority also has a role in promoting tourism across their whole area including the River Wensum. Further information on the roles and responsibilities can be found on the [Broads Authority website](#)

1.5 Further information on roles and responsibilities is set out in Table 2 below:

**Table 2**

<b>Navigational Powers</b>	<p>The Authority's navigation duties and powers were originally defined in the Norfolk and Suffolk Broads Act 1988. The Broads Authority Act 2009 conferred further powers on the Authority. The Authority has the duty to:</p> <ul style="list-style-type: none"> <li>(a) Maintain the navigation area for the purposes of navigation to such standard as appears to it to be reasonably required; and</li> <li>(b) to take such steps to improve and develop it as it thinks fit.</li> </ul> <p>In relation to the River Wensum Strategy the navigation area comprises the stretches of the open water of the rivers Yare and Wensum in the project area and their banks below mean high water spring tide level.</p> <p>The navigation area is open to any person (upon payment of all navigation charges) for:</p> <ul style="list-style-type: none"> <li>(a) navigation;</li> <li>(b) the shipping and unshipping of goods; and</li> <li>(c) the embarking and landing of passengers.</li> </ul> <p>With reference to Norwich, the Norfolk and Suffolk Broads 1988 Act further defines an area as the "Norwich navigation". This means the part of the River Wensum which is downstream of Foundry Bridge together with the part of the River Yare which is both downstream from its confluence with the River Wensum and within the navigation area. It is under this part of the 1988 Act that the Authority has responsibility for maintaining and managing the port of Norwich for sea going vessels.</p> <p>The Broads Authority also has powers to make byelaws in order to ensure best management of the navigation. The Authority has therefore made byelaws which control things like the speed of vessels, the registration of vessels, their dimensions and the way they are navigated on the river.</p> <p>The full byelaws are available at:  <a href="http://www.broads-authority.gov.uk/boating/navigating-the-broads/byelaws-and-speed-limits">http://www.broads-authority.gov.uk/boating/navigating-the-broads/byelaws-and-speed-limits</a></p>
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	<p>Any boat used, moored or navigated on the river must be registered by the Broads Authority, have a current toll, have appropriate insurance and hold a Boat Safety Scheme Certificate. Information on insurance and Boat Safety Scheme requirements are available at:  <a href="http://www.broads-authority.gov.uk/boating/owning-a-boat/tolls/insurance-and-adjacent-waters">http://www.broads-authority.gov.uk/boating/owning-a-boat/tolls/insurance-and-adjacent-waters</a></p> <p>There are also a range of other powers available to the Authority under the two Acts to carry out its functions in relation to the navigation area. These include:</p> <ul style="list-style-type: none"> <li>• powers to provide new facilities and construct, alter or renew such works e.g. moorings;</li> <li>• power to carry out dredging operations;</li> <li>• power to temporarily close waterways;</li> <li>• power to serve notice on the owners of landing places, embankments, private moorings or structures to require them to be made secure or repaired if they are a danger or hindrance to navigation;</li> <li>• power to remove sunken, stranded, abandoned or unsafe vessels from the navigation area or require the vessel's owner to do so.</li> </ul> <p>Additionally the Authority is obliged to appoint a Navigation Officer. The Navigation Officer may give special directions to the masters of vessels regulating things like how they are navigated, moored, take in or discharge cargo or take in and land passengers. The Navigation Officer may also give general directions which apply to a specific geographic area or class of vessel. For example a general direction has been given prohibiting hire craft from navigating upstream of Bishop's Bridge.</p> <p>In order to facilitate the efficient management of the navigation the Broads Authority provides a Ranger Service to give advice to boaters, patrol the navigation area and the Broads Authority's Executive Area and carry out enforcement activity.</p> <p>Link to Navigation Advice Note prepared by the Broads Authority for the River Wensum Strategy:  <a href="#">Broads Authority Navigation Advice Note July 2017</a></p>
<p><b>Works in the Navigation Area</b></p>	<p>In order to be able to carry out any works in the navigation area it is necessary for landowners or developers to apply for a navigation works licence from the Broads Authority. Licences are required for the construction, alteration, renewal or extension of any works, or undertaking any dredging within or adjacent to the navigation area. Full guidance on undertaking works in the navigation area and the application form for a works licence is available at:  <a href="http://www.broads-authority.gov.uk/planning/Planning-permission/works-licences">http://www.broads-authority.gov.uk/planning/Planning-permission/works-licences</a></p> <p>Additionally planning permission will usually be required for any development in the navigation area as the Broads Authority is the planning authority for the river. Guidance on whether planning permission is required for proposed works, the Broads Authority's</p>

	<p>planning policies and access to the planning portal are available at this link:</p> <p><a href="http://www.broads-authority.gov.uk/planning">http://www.broads-authority.gov.uk/planning</a></p>
<b>Licensing of hire and passenger boats</b>	<p>The Broads Authority obtained powers to license hire craft and passenger vessels under provisions made in the Broads Authority Act 2009.</p> <p>In order to operate hire boats or small passenger vessels carrying no more than 12 passengers on the Broads owners and operators must obtain a hire boat operators licence, hire boat licence or small passenger boat licence from the Broads Authority.</p> <p>The Passenger Boat licensing conditions have been developed in consultation with the Passenger Boat Association and are primarily based on the Inland Waters Small Passenger Boat Code and the Code for the Design Construction and Operation of Hire Boats Part 1 “The Hire Boat Code” published by the Maritime and Coastguard Agency (MCA) through joint development with the British Marine Federation (BMF) and the Association of Inland Navigation Authorities (AINA). The Inland Waters Small Passenger Boat code and the Hire Boat Code are available at:</p> <p><a href="https://www.gov.uk/government/publications/inland-waters-small-passenger-boat-code">https://www.gov.uk/government/publications/inland-waters-small-passenger-boat-code</a></p> <p>and</p> <p><a href="https://www.gov.uk/government/publications/the-hire-boat-code">https://www.gov.uk/government/publications/the-hire-boat-code</a></p> <p>Hire Boat Licencing and Small Passenger Boat Licencing guidance and application forms for licences are available from the Broads Authority at:</p> <p><a href="http://www.broads-authority.gov.uk/boating/owning-a-boat/Hired-powerboat-licensing">http://www.broads-authority.gov.uk/boating/owning-a-boat/Hired-powerboat-licensing</a></p>



## The Environment Agency

- 1.6 The Environment Agency is an executive non-departmental public body, sponsored by the Department for Environment, Food and Rural Affairs (Defra). It has a number of responsibilities relating to the river including: regulating major industry and waste; treatment of contaminated land; water quality and resources; fisheries; and conservation and ecology. Further information on the roles and responsibilities of the Environment Agency can be found on the [Environment Agency website](#). Key details on the main areas of responsibility are set out in Table 3 below.

**Table 3**

<b>Regulatory Role</b>	Duty to administer and manage the consenting regimes for Flood Defence Consents, Water resources, impoundment licences, water abstraction, Water Framework Directive assessments, Water quality, fisheries and rod licences). To discharge our role on these issues efficiently we need to be informed/ consulted on related plans and strategies being developed to ensure any consenting issues are identified early.
<b>Monitoring</b>	Whilst not a duty on the EA, it monitors water quality and ecology in the River Wensum and so has data available should it be required for specific purposes. Whilst management of the sewer network is not an Environment Agency responsibility it also works closely with Anglian Water with regards to misconnections, overflows and water quality issues from sewers as, ultimately, much of the surface water drainage network drains to the river. Please note the catchment management work being undertaken as part of the River Wensum Restoration Strategy and the Wensum Demonstration Test Catchment and potential links to Broadland Catchment Partnership.
<b>Planning</b>	The EA is a statutory consultee to the planning system, and a named authority under the Duty to Cooperate.
<b>Water Framework Directive</b>	The EA's role is to ensure that mitigation measures are identified to reach the required 'good' status which includes: fish passage, removal of obsolete structures, floodplain connectivity, sediment management, remove or soften hard banks, improve in-channel morphological diversity and working with landowners. NB. There are two water bodies that are relevant to the RWS (the river upstream and downstream of New Mills). Both are classed as heavily modified for flood defence reasons.
<b>Fisheries</b>	The EA has a duty to improve fisheries. This may include improving access to the river, but also will include sensitive management of the river and riparian trees.
<b>Flood Risk</b>	The EA is responsible for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea and supports flood and environmental incidents. It also undertakes flood risk modelling on main rivers, including the River Wensum.

## Norfolk County Council

- 1.7 Norfolk County Council has a wide range of responsibilities for the delivery of public services across the seven Norfolk district council areas. These include education and learning, children and families, roads and transport, and economy and business, for example.
- 1.8 Some of the county council's responsibilities relate specifically to the River Wensum, summarised in Table 4 below.

**Table 4**

<b>Lead Local Flood Authority</b>	The county council is the Lead Local Flood Authority (LLFA) for Norfolk and so it is responsible for managing local flood risk from surface water, ground water and ordinary watercourses and for advising on the Sustainable Drainage Systems (SuDS) proposed as part of new development. The LLFA also has powers to regulate third party activities on small watercourses outside of Internal Drainage Board ("IDB") Internal Drainage Districts.
<b>Gypsy and Roma</b>	The Norfolk and Suffolk Gypsy & Roma Traveller Service, hosted by Norfolk County Council, can advise and assist other authorities in matters relating to the travelling community, including unauthorised encampments on the river or its banks.
<b>Bridge structures</b>	The Bridges team at Norfolk County Council has a duty to maintain bridge structures (apart from the surface of adopted highway bridges which remain the responsibility of the city council).
<b>Green infrastructure</b>	The county council works with the Greater Norwich Growth Board to co-ordinate provision of green infrastructure in Greater Norwich including implementing the green infrastructure priorities in the adopted Joint Core Strategy (2014) which includes the River Wensum Corridor. The County Council also manages the Norfolk Trails network; parts of the Marriott's Way, Wherryman's Way and Boudicca Way fall within the river corridor.

- 1.9 Further information on the roles and responsibilities can be found on the [Norfolk County Council website](#).

## Appendix 2: Policies and other guidance

### Norwich City Council planning policies relevant to River Wensum Strategy

<a href="#"><u>Joint Core Strategy for Broadland, Norwich and South Norfolk (2014)</u></a>	
Policy Number & Title	Description
Policy 1: Addressing climate change and protecting environmental assets.	To address climate change and promote sustainability, all development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather.
Policy 2: Promoting good design.	All development will be designed to the highest possible standards, creating a strong sense of place.
Policy 3: Energy and water.	Development in the area will, where possible, aim to minimise the reliance on non-renewable high-carbon energy sources. The release of land for development will be dependent on there being sufficient water infrastructure to meet the additional requirements.
Policy 4: Housing delivery.	Allocations will be made to ensure at least 36,820 new homes can be delivered between 2008 and 2026, of which 33,000 will be within the Norwich Policy Area.
Policy 5: The economy.	The local economy will be developed in a sustainable way to support jobs and economic growth both in urban and rural locations.
Policy 6: Access and transportation.	The transportation system will be enhanced to develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transportation Strategy.
Policy 7: Supporting communities.	All development will be expected to maintain or enhance the quality of life and the well being of communities and will promote equality and diversity, and protect and strengthen community cohesion.
Policy 8: Culture, leisure and entertainment.	Existing cultural assets and leisure facilities will be maintained and enhanced.
Policy 11: Norwich City Centre.	The regional centre role will be enhanced through an integrated approach to economic, social, physical and cultural regeneration to enable greater use of the city centre.
Policy 12: The remainder of the Norwich urban area, including the fringe	The Norwich urban area will be expanded through significant growth in the Old Catton, Sprowston,

parishes.	Rackheath, Thorpe St Andrew growth triangle.
Policy 18: The Broads.	In areas in close proximity to the Broads Authority area particular regard will be applied to maintaining and enhancing the economy, environment, tranquillity, setting, visual amenity, recreation value and navigational use of the Broads.

#### **Norwich Development Management Policies Plan (2014)**

<b>Policy Number &amp; Title</b>	<b>Description</b>
DM1: Achieving and delivering sustainable development.	Development proposals will be expected to enhance opportunities for employment and education, to protect and enhance the physical, environmental and heritage assets of the city, help to combat the effects of climate change, provide a high level of safety and help to promote a mixed, diverse and inclusive community.
DM3: Delivering high quality design.	The following design principles will be given significant weight in assessing development proposals: gateways, long views, local distinctiveness and character, layout and siting.
DM5: Planning effectively for flood resilience.	All development proposals will be assessed and determined having regard to the need to manage and mitigate against flood risk from all sources.
DM6: Natural environment assets.	Development will be expected to take all reasonable opportunities to avoid harm, and to protect and enhance the natural environment of Norwich.
DM8: Provision of new open space.	Development leading to the loss of open space which is primarily used for sport or recreation will only be permitted where the proposal would result in an overall qualitative or quantitative improvement to recreational facilities, and the benefits to sport or recreation would outweigh to the loss of that open space.
DM9: The historic environment and heritage assets.	All development must have regard to the historic environment and take account of the contribution heritage assets make to the character of an area and its sense of place.
DM11: Protecting against environmental assets.	Development within specified distances from the sites identified as notifiable installations or the development or new notifiable installations must take account of any risks involved and the need for appropriate separation between hazardous installations and incompatible uses.

DM14: Meeting the needs of gypsies, travellers and travelling show people.	Gipsy and Traveller site at Swanton Road in close proximity to the river.
DM16: Supporting the needs of business.	Proposals which provide for or assist in the creation of high quality employment and business development, and inward investment, provide for the adaptation and expansion of local firms, and allow accessible and equitable job opportunities for all will be permitted with the sustainability objectives set out in policy DM1 and other policies.
DM18: Promoting and supporting centres.	Development for retail, leisure and other main town centre uses as defined in the NPPF, will be permitted within the city centre primary and secondary retail areas, large district centres and existing and proposed district centres as defined in appendix 4.
DM19: Encouraging and promoting major office growth.	In the priority areas for office development within the city centre, as defined on the policies map, development on all sites over 0.25 hectares will be expected to include an element of office floor space.
DM20: Protecting and supporting city centre shopping.	Managing change in the primary and secondary retail areas and large district centres.
DM23: Supporting and managing the evening and late night economy.	To enhance the vibrancy of the city centre and local and district centres, leisure uses and hospitality uses and late night entertainment uses will be permitted within specific areas, where they would not give rise to unacceptable amenity and environmental impacts which could not be overcome by the imposition of conditions.
DM28: Encouraging sustainable travel.	New development will be expected to be consistent with the criteria for sustainable development set out in policy DM1, particularly in the relation to reducing the overall need to travel. Development proposals with a frontage to the river Wensum which includes the route of the Riverside Walk will be required to make provision for the relevant section of the walk as part of the overall design of the development. Where development adjoins a navigable section of river opportunities should be taken to provide residential and/or commercial moorings, to facilitate access by water where appropriate and reasonably practicable to achieve.

### Norwich Site Allocations Plan (2014)

Site Allocation	Future uses of the site
CC16: Land adjoining Norwich City Football Club, Kerrison Road.	The development of this site for a mix of uses will deliver high density housing and contribute to the regeneration of the wider east Norwich area, making efficient use of its highly accessible location close to public transport routes, the railway station, and the strategic cycle route network. Its current use for surface car parking is an inefficient use of the site.
CC12: Land at Wherry Road.	The site is suitable for high density housing development and will help deliver the JCS's housing target. The site is located in the city centre office area and leisure area, so office and/or leisure development may also be acceptable on the site.
CC8: King Street Stores.	The site is suitable for high density development given its location; a minimum of 20 dwellings is expected.
CC7: Land at Hobrough Lane, King Street.	The JCS identifies the site as being within an area of change, with a focus on residential and office development with possibly small scale retailing and improvements to the public realm, including an enhanced principal green link along the river. It is within the main leisure area of the city centre.
CC6: St Anne's Wharf and adjoining land.	Redevelopment of the site offers the opportunity to make better use of this valuable city centre site and to continue the development of a vibrant mixed use quarter in King Street, extending office, housing and tourism/leisure uses close to Dragon Hall and completing the strategic pedestrian and cycle link between Riverside and the rest of the city centre.
CC4: Land at Rose Lane and Mountergate.	The site is suitable for sustainably accessible mixed used redevelopment, with the main focus on office development. A significant element of high density residential development should be provided. Some food/drink, small scale retail and non-late night leisure uses should be included in the development, though these uses should not be dominant.
CC17a: Barrack Street	The site offers an important opportunity to bring forward an accessible office led mixed use development in the city centre. It will be important that housing is provided within the scheme to encourage sustainability and easy access for people from home to work.
CC17b: Whitefriars	The Whitefriars site offers another important opportunity for an office led development in the city centre. The site is suitable for office development although it has a temporary permission for a replacement surface car park.
CC21: Dukes Wharf.	Office led mixed use development of this derelict site will support the city centre's employment role and bring the site

	back into productive use, helping improve the vitality of this part of the city centre
CC30: Westwick Street Car Park.	Redevelopment of the site offers the opportunity to make better use of this valuable city centre site to continue the development of a vibrant mixed use quarter providing further housing in Westwick Street, and to extend the riverside walk.
R9: Deal Ground, Trowse.	A revised outline planning application (reference 12/00875/O) for the redevelopment of the Deal Ground and adjacent May Gurney site was submitted to the three relevant planning authorities (South Norfolk and the Broads Authority in addition to the City council) in April 2012. This application was granted outline permission on 12 July 2013, with all matters reserved except access. This proposes a maximum of 670 dwellings
R10: Utilities Site, Cremorne Lane.	The JCS identifies east Norwich (the city centre to the Deal Ground/ Utilities sites) for major physical regeneration providing opportunities for mixed use development and enhanced green linkages from the city centre to the Broads.
R11: Kerrison Road/ Hardy Road, Gothic Works.	The allocation of the site for housing-led mixed use development offers an opportunity to contribute to the regeneration of east Norwich through a high quality mixed use development scheme which will enhance this key gateway to the city.
R14: Land at East of Bishop Bridge Road.	The site is an accessible location for housing, opposite a local centre, close to the city centre and on a bus route.
R15: Land at Ketts Hill and Bishop Bridge Road.	Land at Ketts Hill and Bishop Bridge Road (0.6 hectares) is allocated for housing development. In the region of 30 dwellings will be provided.
R31: Heigham Water Treatment Works.	The site is allocated for housing led mixed use development with a potential to include a number of small industrial/business units.
R35: Land at Havers Road.	The site at Havers Road (2.25 hectares) is allocated for housing development. In the region of 100 dwellings will be provided.

Other relevant documents	
Document Name	Description
<a href="#">City Centre Conservation</a>	The conservation area appraisals analyse and describe the character and appearance of an area. They should be used



<a href="#">Area Appraisal</a>	alongside statutory planning policies, detailed guidance and site specific development briefs to provide additional information for development proposals.
<a href="#">Northern Riverside</a>	
<a href="#">Cathedral Close</a>	
<a href="#">Prince of Wales</a>	
<a href="#">King Street</a>	
<a href="#">St Mathews CA Appraisal</a>	
<a href="#">Bracondale CA Appraisal</a>	
<a href="#">Landscape and Trees</a>	This Supplementary Planning Document (SPD) provides information for planning applicants to enable cost effective and efficient implementation of national planning and adopted Norwich Local Plan policies relating to trees, landscape and development.
<a href="#">Heritage Interpretation</a>	This SPD promotes recognition of the importance of the historic environment through heritage interpretation measures and indicates the circumstances under which a heritage interpretation scheme may be required
<a href="#">Open space and play</a>	The council's expectation in most circumstances is that open space and playspace should normally be provided on site for schemes over the size threshold specified in policy DM8. In circumstances where there is already a play area within 400m of the site, or where there are other factors precluding on site provision, developers may instead provide for the improvement, enhancement or reprovision of any such established play area or areas.
<a href="#">Affordable housing</a>	National planning policy in the National Planning Policy Framework (NPPF) requires local authorities to 'deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive, and mixed communities'.

**Link to Norwich Local Plan Policies Map:**

<https://localview.norwich.gov.uk/MyNorwich/LocalPlan.html>

**Broads Authority planning policies relevant to the River Wensum Strategy from the Core strategy and DPD**

<a href="#">Broads Core Strategy</a> (2007)	
Policy Number &	Description



Title	
CS1: Landscape Protection and Enhancement	Development and changes in land use/management must ensure that all aspects of the environmental and cultural assets of the broads' distinctive landscape are protected, enhanced and restored
CS3: The Navigation	The waterways as a whole are a core resource of the Broads. This policy recognises the need for protection of the navigation from development and changes in land management which are detrimental to its use
CS7: Environmental Protection	This policy seeks to ensure that the Environment is protected and enhanced by ensuring that all development addresses impacts on air quality, water quality, water resources and waste. Opportunities should be sought for incorporating measures to achieve resource efficiency, for re-use and recycling.
CS9: Sustainable Tourism	The tourism base in the Broads will be supported, widened and strengthened by encouraging new sustainable tourism and recreational facilities, protecting existing tourism employment and promoting diversification..
CS10: Sustainable Tourism	Gateways and entrances between the Broads and settlements will be created and those already existing will be enhanced.
CS13: Water Space Management	The water space will be managed in a strategic, integrated way and navigation and conservation interests will be maintained and enhanced.
CS14: Water Space Management	The provision of a range of short and long-term visitor moorings will be encouraged in order to ensure that visitor moorings are available in appropriate locations and where they are most needed, where they contribute to the management of a safe and attractive waterway and in settlements where services and facilities are available.
CS15: Water Space Management	To ensure that adequate water depths are maintained for safe navigation, and the disposal of dredged and cut material is carried out in ways that mitigate unavoidable adverse impacts on the environment. Beneficial use of dredgings will be encouraged.
CS16: Access and Transportation	<p>Improvements to transportation to, and to access facilities within the Broads will be sought in a manner and at a level which is compatible with sustainability objectives.</p> <p>Integration between alternative modes of transport will be sought to encourage visitors to arrive and travel within the Broads via sustainable modes of transport.</p>
CS17: Access and	Safe recreational access to both land and water and between

Transportation	the water's edge and the water will be protected and improved and managed in an integrated way
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<b><u>Broads Authority Development Management Policies Plan (2011)</u></b>	
<b>Policy Number &amp; Title</b>	<b>Description</b>
DP2: Landscape and Trees	Development will be permitted where it would not have a detrimental effect on, or result in the loss of significant landscape heritage or a feature of landscape or ecological importance including trees, woodlands or hedgerows.
DP3: Water Quality and Resources	Sufficient water infrastructure capacity to meet the additional requirements arising from a development should be in place before the development commences.
DP4: Design	All development will be expected to be of a high design quality. Development should integrate effectively with its surroundings, reinforce local distinctiveness and landscape character and preserve or enhance cultural heritage. Innovative designs will be encouraged where appropriate.
DP5: Historic Environment	New development will be expected to protect, preserve or enhance the fabric and setting of historic, cultural and architectural assets that give the Broads its distinctive character.
DP6: Re-use of Historic Buildings	The conversion or change of use of a statutorily protected or locally listed building or structure which makes a significant historical or architectural contribution to the character of the Broads will only be permitted in certain circumstances and where the development can be achieved in a way that preserves the structure's historic, cultural and architectural features and character.
DP11: Access on Land	This policy seeks to ensure that development proposals that need to be accessed by land are assessed in terms of their impact on the highways network and incorporate opportunities for increased sustainable public access.
DP12: Access to Water	This policy seeks to ensure that developments that support and encourage the use of waterways, including the provision of supporting infrastructure for navigation, such as the construction of jetties and walkways and the provision of electric hook up points are carried out in such a way that they will not have a detrimental effect on navigation or the other special features of the Broads.
DP13: Bank Protection	To ensure development proposals that include bank protection are carried out in an appropriate way taking account of the special features of the Broads and navigation interests.

	<p>Additional guidance is available from the Broads Authority</p> <p><a href="http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides">http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides</a></p>
DP16: Moorings	<p>To ensure developments that include new moorings are carried out in accordance with the Broads Authority's Mooring Strategy and take account of the interests of navigation and the special features of the Broads.</p> <p>Additional guidance is available from the Broads Authority</p> <p><a href="http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides">http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides</a></p>
DP25: New Residential Moorings	<p>Applications for permanent residential moorings will only be permitted in circumstances where the site is in a mooring basin, provides an appropriate range of services and facilities and would not have an adverse impact on navigation, the special features of the Broads or local amenity</p>

<b><a href="#">Broads Authority Site Specific Policies Local Plan (2014)</a></b>	
<b>Policy Number &amp; Title</b>	<b>Description</b>
NOR1: Utilities Site	<p>Policy NOR 1: Utilities Site</p> <p>Redevelopment of this area will be sought to realise its potential contribution to the strategic needs of the wider Norwich area. Redevelopment proposals will only be supported where they do not prejudice a comprehensive and deliverable mixed use scheme for the whole of the Deal Ground/Utilities Sites Core Area and deliver improvements for recreational access, enhanced green infrastructure and links across the Rivers Wensum and Yare between Norwich and Whitlingham Country Park.</p>

**N.B. While these policies are currently relevant the Broads Authority is in the process of producing a new Local Plan and this document will not be finalised until 2018 at which time the Local Plan will be used to assess development proposals.**

## **Appendix 3: Possible future action plan projects**

**The following possible future action plan projects require feasibility investigation and identification of funding.**

### **Walking and cycling access:**

1. Improvements to an existing circular walk between the Marriott's Way and Riverside Walk at Train Wood to provide access for all to the first naturalised section of the river in the urban area, and to make fishing platforms accessible.
2. Creation of a new circular route to enable access for all to ecologically valuable parts of the countryside including the Wensum Valley Local Nature Reserve (at Mile Cross Marsh and Sycamore Crescent) and Sweetbriar Road Meadows Site of Special Scientific Interest, whilst ensuring that impacts on biodiversity are minimised.
3. Improvements to the surface and route of the Riverside Walk in the vicinity of Hellesdon Road with potential to link to Marriotts Way.
4. Improvements to the Riverside Walk between Mile Cross and Dolphin Bridge including provision of a surfaced route across Anderson's Meadow.
5. Improvements to the Riverside Walk south of Swanton Road, including environmental improvements (water quality, ecology and drainage).
6. Improvements to the Riverside Walk from Mile Cross Road to Dragon Crossing including environmental improvements to Land West of Wensum Park County Wildlife Site.
7. Access improvements to Wensum Park to enhance access for all and re-establish connections between Wensum Park and the riverside walk along the frontage of Tanner's Court.
8. Surface enhancements between Dolphin Dyke and Boot Binders Road.
9. Creation of a new section of riverside Walk between Sweet Briar Road and the public open space adjacent to The Gatehouse Public House on Hellesdon Road, to provide access to the river.

Overall, these projects seek to enhance the route and surface of the Riverside Walk upstream of New Mills. For the purposes of potential future funding bids these projects have been rationalised into individual work packages with common threads:

- Phase 1 Mile Cross Road to Oak Street (4, 7, 8)
- Phase 2 Hellesdon to Sweetbriar Road (3 & 9)
- Phase 3 Circular Walks (1 & 2)

Project 6 is likely to be sought to be delivered through development, and project 5 as part of Environment project 23.

### **Waterways management, access and leisure:**

10. A survey of all the banks in the project area to identify problem sites and opportunities for biodiversity improvements in future bank stabilisation or erosion protection work, such as naturalisation of hard edges where possible;
11. Identify the location of sunken vessels, hazards and problem sites for rubbish in order to assess need for enforcement action;
12. Sharing of a cross-sectional survey undertaken as part of as part of the Environment Agency's flood risk river modelling programme.

13. Provision of canoe access close to Marlpit Paddocks.
14. Provision of canoe access at Wensum Park and Anderson's Meadow
15. Investigate proposal to reintroduce a small, pedestrian ferry across the Wensum at the site of Pull's Ferry.
16. Investigate provision of leisure access to Cow Tower

### **Environment – habitat improvement**

17. Development of the national B-Line<sup>1</sup> approach for Norwich to encourage native insect pollinators along the river corridor;
18. Restoration of key sites along the river for priority species <sup>2</sup>(eg. water vole, otter, white-clawed crayfish) and habitats (eg. Floodplain, grazing marsh). This would include a focus on County Wildlife Sites and Local Nature Reserves;
19. Seek opportunities to reconnect existing ditches to improve fisheries;
20. Enhance the pond and extending the wetland area around the Cow Tower;
21. Create areas of undisturbed habitat along the riverbank for otters to rest;
22. Bring together the existing objectives of local authorities and conservation groups within Norwich into a single strategy for habitat restoration;
23. Seek opportunities to restore and enhance habitat at: Hellesdon Mill, Andersons Meadow (bank reprofiling), Heigham Park (bank and river profile, potential to relocate outfall in discussion with Anglian Water, install fish fry habitat), reconnecting some ditch systems (in particular along sections between Hellesdon Mill and Swanton Road);
24. Identify sections of river bank that are currently piled but could, in the long term, provide additional benefit through being naturalised. There are some significant opportunities between New Mills and Whitlingham for this approach to be taken through working with developers;
25. Utilise floating vegetation platforms to enhance existing habitats, particularly around new mooring sites or piled riverbanks; and
26. Seek opportunities to improve bat foraging and commuting habitats.
27. Seek opportunities to control and manage non-native invasive species within the river corridor

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<sup>1</sup> B-lines are series of 'insect pathways' linking existing wildlife areas together to create a network that will help pollinating insects survive and thrive across the country.

<sup>2</sup> Priority species are those included under Section 41 of the Natural Environment and Rural Communities Act 2006, and have been identified as being some of the rarest and most threatened species in England.

## Appendix 4: Glossary

<b>Accessibility</b>	Easy to use for people of all ages and abilities
<b>Allocated site</b>	Land identified for a specific use in the current local plan
<b>Anti-social behaviour (ASB)</b>	Anti-social behaviour covers a wide range of unacceptable activity that causes harm to an individual, to their community or to their environment. This could be an action by someone else that leaves people feeling alarmed, harassed or distressed. It also includes fear of crime or concern for public safety, public disorder or public nuisance.
<b>Biodiversity</b>	The different types of plant and animal life found in a particular area
<b>Canoe portage</b>	Location/facility to enable canoes to be carried around an obstacle in a river and safely launched.
<b>Community Infrastructure Levy (CIL)</b>	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. CIL is levied on a wide range of developments in accordance with a published tariff or charging schedule for the relevant local authority area. Most of the River Wensum corridor falls within Norwich City Council's administrative area so its charging schedule will apply in most cases.
<b>Conservation Area</b>	Area of special historic and/or architectural interest which is designated by the local planning authority as being important to conserve and enhance. Special planning controls apply with these areas
<b>Conservation Area Appraisal</b>	An appraisal of the characters and characteristics of a conservation area, published by the local authority.
<b>Connectivity</b>	Enhanced connectivity (in the context of green infrastructure) is the improvement of linkages between different areas of green infrastructure (defined below). In the case of this strategy greater connectivity is sought between the Riverside Walk and other Norfolk Trails in particular, to maximise usage and environmental benefits.
<b>County Wildlife Site (CWS)</b>	Wildlife habitat identified and designated as being of particular local interest or importance by Norfolk County Council and the Norfolk Wildlife Trust
<b>Digital and creative media businesses</b>	Creative industries making use of digital technology, including TV, radio, games, film, animation, digital and photo imaging.
<b>Feasibility</b>	Whether a project or proposal is capable of being delivered, including an understanding of constraints, design and costs.
<b>Green infrastructure</b>	Green Infrastructure is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. Individually, these elements are GI assets, and the roles that these assets play are GI functions. When appropriately planned, designed and managed, the assets and functions have the potential to deliver a wide range of benefits – from providing sustainable transport links to

	mitigating and adapting the effects of climate change.
<b>Habitat</b>	The natural home or environment of an animal, plant, or other organism.
<b>Historic environment</b>	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
<b>Index of multiple deprivation (IMD)</b>	A ward-level index made up from a number of indicators (income, health, employment, health deprivation and disability, education, skills and training, housing, and geographical access to services) to enable comparison of relative levels of deprivation.
<b>Infrastructure</b>	The network of services to which it is usual for most buildings and activities to be connected, including physical services (gas, electricity etc) and the networks of roads, public transport routes, as well as community and green infrastructure (see above).
<b>Local Nature Reserve (LNR)</b>	LNRs are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally.
<b>Local plan</b>	Locally prepared planning documents on a specific topic which form part of the development plan and which are subject to independent examination before adoption.
<b>Local planning authority</b>	The public authority whose duty it is to carry out specific planning functions for a particular area. Within the strategy area this duty is undertaken by Norwich City Council, Norfolk County Council, and the Broads Authority.
<b>Low freeboard canoe access</b>	Canoe launch facility specifically designed so that there is minimal distance from average water level to the top of the structure used to enable canoes to be launched safely.
<b>Mooring - de-masting</b>	Mooring site either side of a bridge over a river intended for vessels to use for the purposes of raising and lowering masts when navigating under the bridge.
<b>Mooring – formal (or ‘public’?)</b>	Moorings available for the public to use but where it is not permitted to live aboard the vessel moored.
<b>Mooring - private</b>	Permanent moorings in private ownership not available for public use and where it is not permitted to live aboard the vessel moored.
<b>Mooring - residential</b>	Permanent moorings where it is permitted to live aboard the moored vessel. These can be either leased from an organisation such as a marina or local authority, or owned.
<b>Mooring - short-stay visitor</b>	Public moorings for visitors which are regulated so that the length of time boats can moor is restricted e.g. 24-hours.
<b>Navigation</b>	Passage or travel by vessels/boats on a river.
<b>Public right of way</b>	Public Rights of Way consist of footpaths, bridleways, restricted byways and byways open to all traffic.  A Public Right of Way is a route over which the public have the

	<p>right to pass and re-pass. All Public Rights of Way are highways and are protected by highway law and other legislation. The land over which the Public Right of Way runs is usually private land; the surface of the path is usually maintained by the highway authority, but the subsoil remains the property of the landowner.</p> <p>For further information visit Norfolk County Council's website: <a href="https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/about-public-rights-of-way">https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/about-public-rights-of-way</a></p>
<b>Renewable energy</b>	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment, such as wind, solar and water energy.
<b>River infrastructure</b>	The basic features and structures required for a river to function and be used for navigation e.g. water control structures, moorings, slipways
<b>Supplementary planning document (SPD)</b>	Guidance published by the local planning authority to provide further detailed information on how local plan policies are to be applied or interpreted.
<b>Statutory</b>	Decided or controlled by law.
<b>Sustainable drainage systems (SuDS)</b>	Sustainable Drainage Systems (SuDS) are a sequence of water management techniques and features designed to drain surface water in a more sustainable manner than that achievable via the conventional practice of routing run-off through pipework alone.
<b>True left / right bank of river</b>	The left and right bank of a river when viewed looking downstream.
<b>Upstream / downstream (or upper/lower reaches)</b>	The term upstream refers to the direction towards the inland source of the river i.e. against the direction of flow. The term downstream describes the direction towards the mouth of the river, in which the current flows. Upper reaches are nearer the inland source and lower reaches are nearer the mouth of the river