

Subject: Local Plan Part 2 Update – Focused consultation on amendments

Report to: Policy & Resources Committee 23 July 2019

Report by: Nick Fountain, Senior Strategic Planner

SUBJECT MATTER

Significant policy revisions/additions to the Draft Local Plan Part 2 to be consulted on publicly in summer 2019

RECOMMENDATIONS

Policy & Resources Committee resolves that:

- 1) A focused six-week public consultation will take place on significant revisions/additions to the draft Local Plan Part 2; and**
- 2) Authority is delegated to the Director of Development to, prior to the start of the public consultation:**
 - a. finalise key supporting documents (such as the Draft Sustainability Appraisal report); and**
 - b. make any further appropriate minor refinements/clarifications to policies and supporting text in the Focused Consultation**

1 INTRODUCTION

1.1 The Council consulted on its Draft Local Plan Part 2 (Development Management Policies, Site Allocations and Reduction in Housing Target) during August and September 2018. The Strategic Planning Team has considered representations, updates and other recommendations in confirming, revising or deleting Draft Policies to form the Proposed Local Plan Part 2, the next formal stage of the preparation/adoption process.

1.2 It was originally envisaged that the changes would be added to the Plan and then the Pre-Submission iteration of the Plan be published publicly for a six-week representations period (in effect, a consultation), to be followed afterwards by submission for examination by an independent Inspector. Some of the changes are, however, considered 'significant' in that they are new allocations, new or substantially re-worded policies, or deleted policies. While the legislation no longer distinguishes between draft plans in preparation at 'issues and options' stages and those at 'preferred options' stages, it is considered appropriate in the context of incorporating these significant changes to the Draft Plan consulted in 2018, to consult on focused changes before finalising the Draft Plan.

1.3 Perhaps the most notable of the proposed changes is to allocate further

sites for development. It is considered that this approach will increase the chances of the Borough Council meeting its challenging housing targets, but also reducing elements of risk associated with the examination process. This report considers these additional sites (and policies) in further detail below.

2 REASONS FOR FOCUSED AMENDMENTS CONSULTATION

2.1 The Local Plan Working Party has considered three 'tranches' of representations and the recommended changes to the draft Local Plan Part 2 consulted on in summer 2018. Many of the recommended changes included minor re-wording of policies and the supporting text (i.e. not changing the focus/direction of the policy). However, within these recommended changes to the draft plan there are some notably more 'significant' changes including further site allocations (more than doubling the number of allocated sites in the plan), new policies, amended policies, and deleted policies.

2.2 Unsurprisingly, various landowners and developers made representations during the consultation period seeking to have their sites allocated in the Plan. Government is also increasing the pressure on all authorities to boost housing delivery, to help contribute to their desire to deliver 300,000 homes per year across England by the mid-2020s. Most importantly, though, is that making additional allocations will bolster the Council's argument that the housing numbers set in the Draft Local Plan to meet the planned housing targets will be deliverable (in other words, keeping the housing target the same, but allocating more sites to help meet this target).

2.3 Members will be aware that there are many consented housing sites in the borough which either come forward very slowly, or not at all, and the Local Plan Inspector is certain to raise the deliverability of the proposed allocations as an issue during the examination. The current low housing land supply position (2.55 years at the end of 2017/18, with the 2018/19 figure likely to be only slightly higher) is also likely to concern the Inspector; a Local Plan allocating housing sites needs to demonstrate that, on adoption, there will be at least a five-year housing land supply.

2.4 The recommendations for the Focussed Consultation have been informed by a review of the consultation responses, changes in national policy and practice guidance, the Draft Sustainability Appraisal Report and further internal work.

2.5 Having taken some legal advice, there is a risk that without further consultation on these 'significant' amendments to the Draft Plan, some stakeholders – but perhaps also the Inspector – may consider that there has been insufficient consultation on the content of the Plan prior to its submission. The

reason for this is that the Pre-Submission Representations period is not a “consultation” on the Plan *per se*, but a more formal part of the process, whereby consultees are asked to give their views on whether the Plan has met the legal requirements and the tests of soundness (as set out in the National Planning Policy Framework).

3 CONTENT OF FOCUSED AMENDMENTS CONSULTATION

3.1 A focussed consultation will address ‘significant’ proposed changes to the Draft Local Plan (as previously) consulted in 2018. This will comprise the following:

- Additional draft allocations
 - South of Links Road, Gorleston-on-Sea (500 houses)
 - Emerald Park, Gorleston-on-Sea (97 houses)
 - Shrublands site, Gorleston-on-Sea (for largely healthcare uses)
 - Land north of the A143, Bradwell (600 houses)
 - Land west of Jack Chase Way, Caister-on-Sea (725 houses)
 - West of Potters, Hopton-on-Sea (40 houses)
 - North of Hemsby Road, Martham (103 houses)
 - North of Barton Way, Ormesby St Margaret (32 houses)
 - North of A149, Rollesby (20 houses)
- Additional draft policies
 - Housing requirement for Neighbourhood Areas
 - King Street frontage
 - Telecommunications infrastructure
 - Foul drainage & surface water infrastructure
- Significant amendments to previously consulted draft policies
 - Houses in Multiple Occupation (HMOs)
 - Amendment of Great Yarmouth Town Centre Area
 - Amended Market Gates Shopping Centre
 - Amended Beacon Park District Centre
 - Deletion of Hospital Aircraft Landing Area
 - Deletion of Runham allocations
 - Additional Strategic Gap between Hopton-on-Sea and Corton (in East Suffolk)
- Appendix – alternative sites considered but not allocated (will include all sites, particularly those newly promoted or revised at the 2018 consultation)
- Draft Sustainability Appraisal (update)
- Draft Habitat Regulations Assessment (update)

4 ADDITIONAL SITE ALLOCATIONS

Overview

4.1 The maps accompanying the site allocations are set out in Appendix 1. The below paragraphs set the wider context of the proposed changes and potential implications.

4.2 Together the additional site allocations total an extra 2,117 houses into the Plan's housing provision (this includes both Key Service Centre sites; if just one of the sites were allocated this would lower housing provision to 1,392 or 1,517 houses respectively). Taking account of the latest housing completions (for 2018-19), planning permissions, an allowance for windfall and the most up-to-date Local Housing Need calculation, this results in a buffer of 50% on the new housing target, a requirement of 5,296 houses. However, this would only represent a buffer of 11% based on the original Core Strategy target of 7,140 houses; a generally accepted minimum buffer is 10%, so this would meet the target, should the Local Plan Inspector **not** accept the Council's arguments for moving to a lower housing overall housing target of 5,140 houses (as set out in the Part 2 Local Plan 2018 consultation).

4.3 Overall, it is considered that the proposed additional allocations provide greater flexibility in delivering housing in the context of the meeting the housing target of the Plan, particularly given the Borough's recent history of housing under-delivery.

4.4 The increase in draft allocations would also result in changes to the overall distribution of growth across the settlement tiers. The Core Strategy sets out in Policy CS2 that housing growth will be split approximately: 35% Main Towns, 30% Key Service Centres (Bradwell and Caister-on-Sea), 30% Primary Villages and 5% Secondary and Tertiary Villages. Based on the provision of an extra 2,117 (all the additional allocations), the split would result in 24% Main Towns, 39% Key Service Centres, 33% Primary Villages and 4% Secondary and Tertiary Villages.

4.5 Additional sites have been identified in the main towns; two of the eight sites identified are within the main town of Gorleston-on-Sea. Policy CS2 notes that the distribution of housing will be flexibly applied, and that much of the housing built should generally be in Main Towns and KSCs. There is a shortage of deliverable and developable housing sites to meet the proportion of development in the Main Towns with limited availability owing to a range of factors including (but not exclusively): the lack of development space; existing land uses; contaminated land; low or non-existent viability; and extensive areas of land at risk of flooding. In this context, the variation in the distribution of housing growth is considered appropriate and in line with Policy CS2.

4.6 It is important to stress that the below discussion and recommendation is **purely** to consider the sites for potential allocation in the emerging Part 2 Local Plan, and any outcomes of this must not be seen as potentially prejudicing the subsequent decisions of the Council on the planning applications; in the normal way, each and every planning application must be (and is) considered on its own merits.

Additional site allocations

South of Links Road, Gorleston-on-Sea (500 houses)

4.7 This site, submitted prior to the 2018 consultation by Norfolk County Council, is located south of the existing settlement of Gorleston with good access to local services including the James Paget University Hospital. The site appears relatively unconstrained. The agents have said that significant preparatory work has already been undertaken, and that development would commence within 5 years and be completed before the end of the plan period. Around 500 dwellings could be provided, and in a development since the site was originally considered, a proportion of these could be provided as sheltered housing or other housing with care, which would be most helpful in the context of the expected substantial increase in the elderly population of the area over the coming years. The proposal includes 1.2ha of commercial/retail uses, around half of which is said to be of interest to a supermarket operator. The southern portion of the overall site would be taken up with recreational uses and help maintain a distinct visual separation between Gorleston and Hopton.

4.8 The site would be accessed off Links Road and not the A47, and a preliminary drawing suggests Links Road would need to be realigned to accommodate a new roundabout providing access to the site. Some further work on the potential impacts on the Links Road/A47 Beacon Park roundabout may also be necessary. The area is relatively well served by public transport and cycle paths, and there is the potential for the design to link to and facilitate use of these features.

4.9 The proposal is considered to represent a sensible urban extension to Gorleston and the wider urban area (notwithstanding that it is located in Hopton Parish) and provide a significant contribution to meeting a range of local needs for housing, including affordable housing and specialist housing for the elderly, alongside a supermarket and some other commercial/retail/employment use.

Emerald Park, Gorleston-on-Sea (100 houses)

4.10 The site, the home of Gorleston Football Club, has been proposed for residential development, but this is only acceptable if at least equivalent football facilities on a relocation site (East Coast Sixth Form College or elsewhere) will be

provided, with necessary funding being provided. This site is subject to a current planning application, and there is also a linked application for improved facilities at the College; both are under determination at the current time.

Shrublands site, Gorleston-on-Sea (for healthcare uses)

4.11 The site is owned by Norfolk County Council and currently comprises a temporary structure providing healthcare, fronting Magdalen Road. There are ambitions to re-organise and develop the site, enhancing local healthcare provision. Part of the site could potentially be used for specialist care accommodation.

North of A143, Bradwell (up to 600 houses)

4.12 This site, submitted prior to the 2018 consultation by Badger Building, is located to the north and west of the strategic site currently under construction (Wheatcroft Farm). It has been heavily promoted; a hybrid planning application for the site was lodged in June 2019 and is current under determination. The proposal (in Local Plan terms) is for a phased development, eventually totalling 600 dwellings together potentially with a petrol filling station and some potential small-scale convenience retail. Notwithstanding the proximity to the existing large site under construction at Bradwell (Wheatcroft Farm), the developer believes that there will be a market for their housing and they would deliver at about 30-40 dwellings per year. The developer indicates an early start would be made to the first phases of the development; the planning application is a “hybrid” in which the detailed permission is sought for Phase 1, with most of the remaining elements reserved for future consideration.

4.13 It is fully recognised that this southern part of the Bradwell area already has a large amount of consented development over the coming years, with approximately 1,000 further dwellings (around 90 per year), over the next decade or so. However, this is one of the least environmentally constrained parts of the Borough and is proving both viable for developers and attractive to home buyers and renters. As such it is one of the few parts of the Borough that a seen prompt and continuing housing delivery at high numbers. It is also well located for access to the jobs (being very close to Beacon Business Park and the James Paget Hospital in particular) and has good connections to Gorleston-on-Sea (with its services). Given the environmental and viability constraints elsewhere and the continuing pressing need for housing in the Borough, this site could make a valuable contribution to housing delivery.

4.14 The land immediately north of the site is not allocated, nor has it been proposed for residential allocation. However, it might potentially be submitted for allocation by the landowner for a future Local Plan. Without any prejudice whatsoever for the decisions that could be taken in future Local Plans as to its

acceptability (or otherwise), the site to the north, the only main road adjacent to the site – Church Walk – does not appear ideal to carry a larger volume of traffic. Church Walk also leads into other minor roads in Bradwell before drivers could reach the A143 Beccles Road. There is therefore a proposal to safeguard any potential future highways access to the site from the north from the Badger Building allocation. This could allow traffic to access the A143/Beacon Park link road roundabout more quickly, although further work on the implications of this proposal may be necessary.

West of Jack Chase Way, Caister-on-Sea (725 houses)

4.15 This Persimmon site, west of the Caister bypass, was originally recommended for inclusion in the Plan by the Local Plan Working Party in order to meet the original Core Strategy housing target. However, concerns remained that despite being adjacent to Caister-on-Sea it could be difficult to integrate it with the existing settlement; could be highly car-dependent; and the resulting additional junctions and crossings on the bypass would tend to undermine the original purpose of the public investment in this road to relieve Caister-on-Sea from through traffic, and to ease the flow of traffic to and from the northern parishes. As a result, when the Council prepared the Draft Plan in 2018, including the intention to reduce the housing target, this site was removed from the Plan.

4.16 The proposal is for a phased development, eventually totalling 725 dwellings together with a primary school site, healthcare site and a local centre comprising community facilities and retail (amongst other elements). As with the Bradwell proposal, it is understood that when the planning application is made later in the summer, it will be a “hybrid” application, with permission for about 150 dwellings being sought in full (in other words, early delivery of housing is proposed).

4.17 Caister-on-Sea has a good range of local services and facilities, including a secondary school, and various employment opportunities nearby or within easy reach through public transport. It is relatively close to internationally-designated nature conservation sites, particularly North Denes Special Protection Area, which will need to be taken into account.

West of Potters, Hopton-on-Sea (40 houses)

4.18 The site is proposed for a mixed use including housing, business use and car parking associated with the Potters Resort, as well as road measures. It is estimated that the development could accommodate up to 40 dwellings. The site also has the potential benefit to assist in addressing the limitations of Longfulans Lane addressed in order to reduce the traffic passing through Station Road.

North of Hemsby Road, Martham (up to 110 houses)

4.19 The proposed allocation is not additional to what is included in the Draft Plan, but one planning permission for 108 dwellings identified in that Draft has recently lapsed. It is understood that a developer is pursuing development of this site, and its allocation seeks to ensure that potential delivery is not deterred.

North of Barton Way, Ormesby St Margaret (32 houses)

4.20 Ormesby St. Margaret has had relatively few completions and permissions to date and is considered capable of accommodating a little more. The proposed additional allocation is a small portion of a much larger site previously submitted. Subsequent representations suggest a smaller part of the site could be developed in two phases. The allocation recommended is the first of these. It provides 32 dwellings accessed off Barton Way. The site has development on existing development on two sides, and it would 'round off' existing development and not project out into open land. The site lies at the other side of the village to the existing allocation, and yet within reasonable distance of local facilities.

North of A149, Rollesby (20 houses)

4.21 In looking across the Secondary and Tertiary Villages, Rollesby appears best placed to accommodate an additional contribution to the additional housing now required. The site is part of a larger one previously identified as an intended draft allocation, but not carried forward to the Draft Plan when the housing target was reduced. A revised boundary provides for 20 dwellings.

4.22 Rollesby Parish Council is currently preparing a neighbourhood plan, and it is understood that there is an intention to allocate sites for housing. Allocation of this particular site would not prevent the Rollesby Neighbourhood Plan now being prepared either (a) choosing an alternative site to allocate (effectively de-allocating this one), or (b) adding one or more other allocations.

5 ADDITIONAL DEVELOPMENT MANAGEMENT POLICIES

5.1 Following review of the comments received at the 2018 consultation, a further four development management policies are recommended for inclusion into the emerging LPP2. The below paragraphs set out the aims and justifications for the additional policies.

Housing requirement for Neighbourhood Areas

5.2 The revised National Planning Policy Framework (NPPF) requires local authorities to identify housing needs for those preparing neighbourhood plans (designated neighbourhood areas) through their local plans or with an 'indicative housing requirement'. Recent changes in National Planning Practice Guidance have introduced the ability for neighbourhood bodies (those preparing a neighbourhood plan) to assess their own need where local authorities have not identified these. This draft policy sets an 'indicative requirement' which has

considered the overall Local Housing Need, the distribution of growth set out in the Core Strategy, existing housing contributions through completions and permissions, and the constraints of each settlement.

Great Yarmouth King Street Enhancement Area

5.3 This recommended policy is directly related to the amended Great Yarmouth Town Centre boundary discussed below. The contracted town centre removes King Street from the boundary, however, this policy recognises the heritage value of King Street and seeks to protect key building features and enhance its historic frontage. See Appendix 1 showing the defined area to be added to the policies map.

Telecommunications infrastructure

5.4 The Norfolk Strategic Planning Framework highlights that there are benefits to be gained from consistency of approach across Norfolk improved telecommunications and the rollout of full fibre broadband and 5G. A recent consultation from Government detailed some of the measures that are likely to be required if new developments are to have access to full fibre broadband from move-in day, with the key to this being a Site Connectivity Plan. A 'template' policy has been produced by those in the Norfolk Strategic Framework and this recommended draft policy (with some local adjustments) is proposed to be adapted this for inclusion into the LPP2.

Foul drainage & Surface water infrastructure

5.5 Following comments from the Environment Agency, Anglian Water and the Lead Local Flood Authority, a policy has been drafted to address the provision of suitable foul drainage and surface water infrastructure for new development. This builds on Core Strategy Policy CS12 but also supports LPP2's policy to reduce flood risk.

6 Significant amendments to previously consulted draft policies

6.1 Following review of the comments received at the 2018 consultation, some of the policies previously consulted have been 'significantly' amended in terms of the content or intention of the policy. Minor amendments to policies such as adjusted wording are not considered to be 'significant'. The below paragraphs set out the aims and justifications for the amended policies.

Amended Houses in Multiple Occupation (HMOs)

6.2 Some amendments to this policy are proposed to better reflect the latest situation and provide enhanced clarity in this complicated policy area.

Amended Town Centre Area

6.3 The decline in high street retailing is a national phenomenon, but Great Yarmouth is among the towns hardest hit by these changes. Defining an appropriate town centre boundary for Great Yarmouth in that context is a challenge, given the uncertainties, the policy complexities and perceptions/expectations involved.

6.4 The Draft town centre boundary did allow for change of use out of retail use (except in the Protected Shopping Frontages) but, in light of the continuing, and seemingly accelerated changes, there now needs to be both a tighter town centre boundary and a more forthright recognition of the changes that will be encouraged in the more peripheral areas outside of it.

6.5 The new boundary has been mapped in Appendix 1, alongside the adopted Core Strategy and 2018 consultation versions, to show how it has been changed. The main changes from the boundary consulted on in 2018 are that: The Conge, Brewery Plain, St Nicholas Priory, Hall Quay and the lower part of King Street (beyond St Georges Theatre), have been removed from the boundary with the entirety of Market Gates Shopping Centre added in.

Amended Market Gates Shopping Area

6.6 Including the entire shopping centre within the allocation policy would allow greater flexibility for the centre to respond to changing retail and leisure requirements. The draft policy has also been adjusted to maintain core retail (A1) which front the principal entrance and central shopping corridors; and allow greater flexibility for other uses (retail, leisure etc) in the remaining areas of the shopping centre. See Appendix 1 showing the defined allocation area to be added to the policies map.

Deletion of King Street/Regent Street Development Area

6.7 The intended supplementary planning document for this area is not currently being carried forward, particularly in the absence of a leisure-based investor, but also considering other town centre projects that are taking precedence.

6.8 Nonetheless, an additional policy to improve and enhance the historic frontages in King Street area (south of St Georges Theatre to Nottingham Way) is being proposed (see paragraph 5.3 above).

Amended Beacon Park District Centre

6.9 Following information from the Borough Council's Property Services Team, it is considered that the boundary should be extended beyond just the Sainsbury's planning application to include the facility just south and the surrounding space. See Appendix 1 showing the defined area to be added to the policies map.

Deletion of Hospital Aircraft Landing Area

6.10 Following dialogue with the James Paget University Hospital, it has come to light that the landing area for emergency helicopters is no longer required to be safeguarded. The policy is therefore recommended to be removed from the Plan.

Deletion of Runham allocations (RM1 & RM2)

6.11 One of the main reasons for allocating these sites in the LPP2 was to meet the proposed NPPF requirement to ensure that 20% of sites allocated are 'small sites'. At the time, only few small sites within the Borough were considered appropriate, with the Runham sites considered the best (or least worst) of the sites available to meet the Government's new requirement. The recently-updated NPPF (in February 2019) removed the small sites requirement. Therefore, the main rationale for allocating these sites no longer exists. In addition, a site in Rollesby has come forward (a higher order settlement) and with better access to local services to contribute to housing provision for secondary and tertiary villages. The recommendation is to remove these allocations (see Appendix 1 for the location of the sites).

Additional 'Strategic Gap'

6.12 Following comments from East Suffolk Council, it is considered appropriate to add a strategic gap between Hopton and Corton to maintain a gap between the two expanding settlements spanning over the administrative boundaries. This will also support the aims of the adopted Waveney Local Plan (2019). See Appendix 1 showing the defined area to be added to the policies map.

Appendix & supporting documentation

6.13 To demonstrate that the Borough Council has thoroughly considered alternative options, an appendix will be published illustrating and justifying how all new and revised sites have been considered prior to consulting on these focussed changes. The justifications will be short summaries from the Sustainability Appraisal which has considered each site and policy against a range of social, economic and environmental criteria and the alternative options.

6.14 The consultation paper will be consulted along with the supporting updated Sustainability Appraisal and updated Habitat Regulations Assessment.

7 NEXT STEPS

7.1 Assuming that the recommendations are taken forward without major alterations, the focussed consultation will take place for a period of 6 weeks. The significant changes will be incorporated into the plan, along with any further

necessary changes following consultation, forming the 'proposed submission' version (this is the final draft plan submitted to the Secretary of State for independent examination). On this basis, it is envisaged that the plan can be published in December 2019 and submitted for examination in March 2020.

7.2 Whilst this Focussed Consultation will delay the eventual submission of the Local Plan Part 2 for examination (and later adoption) by a few months, it is important to note that much work on preparing the Pre-Submission documentation will continue during the Focussed Changes consultation and analysis period, so keeping the delay to a minimum. Changes to the Local Plan production timetable, the 'Local Development Scheme', are considered in a separate report also being considered at this same Policy and Resources Committee meeting.

8 RISK IMPLICATIONS

8.1 Proceeding with the LPP2 to submission without a focused consultation on the significant changes detailed within this report, would run the risk that some objectors and the Inspector may consider that the plan has not been subject to sufficient consultation during the Plan preparation stage, potentially requiring some remedial work to be undertaken, delaying the Plan adoption process further.

9 CONCLUSIONS

9.1 This report recommends a focused consultation on 'significant' changes to the LPP2 that was consulted in August-September 2018. The report sets out the content including site allocations, new and amended policies, and the reasoning to make such amendments.

9.2 Subject to approval by the Policy & Resources Committee, the focused changes will be consulted on from the end of July for a period of six weeks. Following this consultation, the changes will be incorporated into the Draft Plan with any necessary further amendments before it is approved for publication and then submission to examination.

10 RECOMMENDATIONS

Policy & Resources Committee resolves that:

- 1) A focused six-week public consultation will take place on significant revisions/additions to the draft Local Plan Part 2; and**

- 2) Authority is delegated to the Director of Development, prior to the start of the public consultation, to
 - a. finalise key supporting documents (such as the Draft Sustainability Appraisal report); and make any further appropriate refinements to policies and supporting text in the Focused Consultation which do not alter their general intent significantly

11 APPENDICES

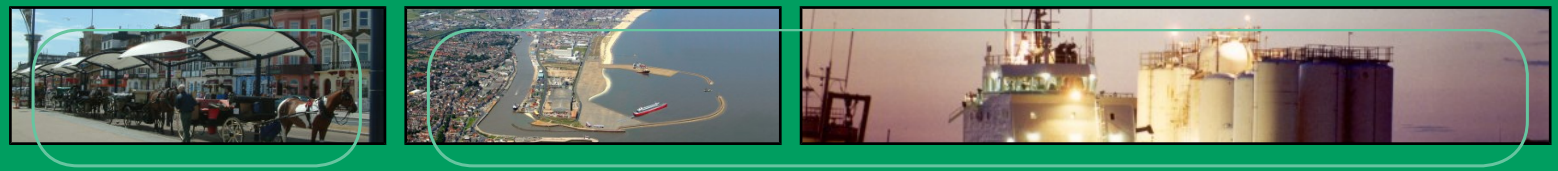
Appendix 1 – Draft Focussed Consultation Document

Areas of consideration: e.g. does this report raise any of the following issues and if so how have these been considered/mitigated?

Area for consideration	Comment
Monitoring Officer Consultation:	n/a
Section 151 Officer Consultation:	n/a
Existing Council Policies:	Local Plan Part 1 (Core Strategy) Norfolk Strategic Planning Framework Statement of Community Involvement
Financial Implications:	All costs are allowed for within existing budgets
Legal Implications (including human rights):	Discussed in the paper; the Local Plan must be prepared in accordance with relevant planning legislation
Risk Implications:	Discussed in Section 8
Equality Issues/EQIA assessment:	An Equalities Impact Assessment must be prepared and submitted alongside the Draft Plan
Crime & Disorder:	n/a
Every Child Matters:	n/a

Appendix 1

[LIVE] LPP2 Further Focused Consultation - P&R Version



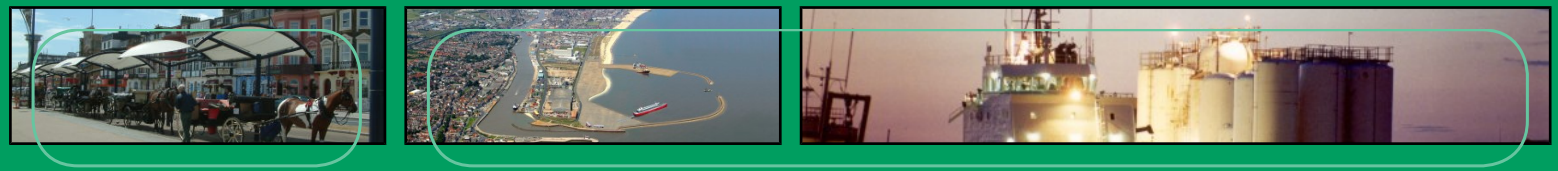


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DRAFT

1 About this Consultation





1 About this Consultation

What is the Local Plan Part 2 (Development Management Policies and Site Allocations Plan)?

1.0.1 Great Yarmouth Borough Council are preparing the Development Management Policies and Site Allocation Plan, known as the 'Local Plan Part 2' to sit alongside the Core Strategy (Local Plan Part 1). Together, both documents will form the development plan for the borough of Great Yarmouth. These documents, along with any Neighbourhood Plan prepared by parish councils, set out the principles and policies against which planning applications are judged.

1.0.2 The purpose of the Local Plan Part 2 is to provide detailed policies which will help to deliver the broad distribution and type of development already agreed for the period to 2030 and set out in the adopted Core Strategy.

What is the purpose of this consultation?

1.0.3 The Borough Council began the formal process of preparing the Part 2 Local Plan following the Core Strategy's adoption in 2015. The Council conducted a 'call for sites' asking for any sites which were potentially suitable for allocation to be submitted to them. In Autumn 2018 the Council undertook a Regulation 18 consultation on its draft plan for the borough. During this consultation the council received a number of responses on a wide range of aspects of the plan. Following a careful review of these responses the council is seeking to make changes to the draft plan. However, a number of these changes are considered to be 'significant', in that they are new allocations, new or substantially re-worded policies, or deleted policies. While the legislation no longer distinguishes between draft plans in preparation at 'issues and options' stages and those at 'preferred options' stages, it is considered appropriate in the context of incorporating these significant changes into the Draft Plan consulted in 2018, to consult on focused changes before finalising the Draft Plan.

1.0.4 Therefore the purpose of the consultation is to consult upon the new allocations, new policies and significantly amended policies following the Draft Reg 18 consultation. This consultation however does not allow for further consultation upon those policies or potential sites which were previously consulted upon in the draft Reg 18 consultation, unless they are listed as significantly amended policies within this document.

What will happen next?

1.0.5 The Council will carefully consider all responses received to this focused consultation and take these into account, together with the representations received during the previous consultation in summer 2018 to prepare the 'Proposed' Local Plan Part 2 i.e. the plan that represent that policies and allocations which the Council wishes to adopt.

1.0.6 The Proposed Plan will then be subject to a six-week representations period to enable parties to make representations on the 'soundness' of the plan. All comments received will then be collected and together with the Plan itself, submitted to an independent planning inspector on behalf of the Secretary of State for examination. If, at the close of that process, the Inspector is satisfied that the Plan is sound (or can be made sound through modifications), then the Plan can be adopted by the Council.

2 Review of Previous Regulation 18 Consultation





2 Review of Previous Regulation 18 Consultation

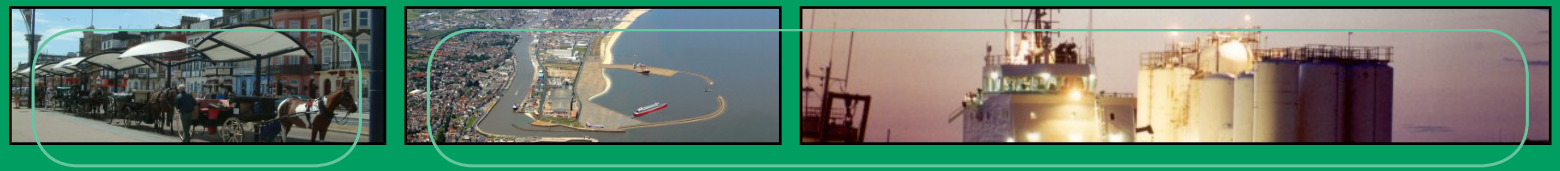
2.0.1 The Council consulted publicly on its draft Local Plan Part 2 from Monday 20th August 2018 to Sunday 30th September 2018. The documents consulted on comprised:

- Draft Local Plan Part 2
- Draft Policies Map (in several sections)
- Draft Sustainability Appraisal Report
- Draft Habitats Regulations Assessment Report
- Habitats Monitoring and Mitigation Strategy (Revised 2018).

2.0.2 These were published on the Council's website. Hard copies were available for inspection at sites across the borough and for purchase from the Strategic Planning team. The Strategic Planning team also organised and attended five exhibitions across the Borough during the consultation period, at Great Yarmouth, Gorleston, Ormesby St. Margaret, Hemsby and Belton.

2.0.3 Comments on the consultation documents could be made directly on-line, by email, letter, or by completing a comments form at the exhibitions. All responses to the consultation can be viewed in full online at <http://great-yarmouth-consult.objective.co.uk/portal>.

3 Current Housing Provision





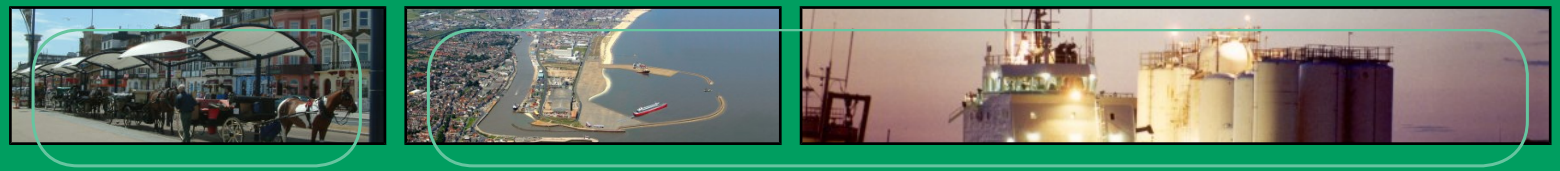
3 Current Housing Provision

3.0.1 Within the Core Strategy (adopted 2015) policy CS3 sets a target of 7,140 new homes. However, the Government has since changed the way it requires Local Planning Authorities to assess the minimum amount of new housing to be provided for in Local Plans. It has introduced its new national standard methodology in order to ensure sufficient housing is being planned for across England as a whole and to reduce the time spent in arguments about the calculations and assumptions of housing need under the previous method.

3.0.2 The Council is seeking to adopt the new standard method through the Local Plan Part 2. This new standard method does significantly reduce the housing need within the Borough to 5,296 houses. Adoption of the new standard method will not only bring the Borough in line with the Government's latest standard at the earliest opportunity but it also would allow the Council to bring the target to a level which is more realistic and achievable.

3.0.3 The council also cannot currently demonstrate a 5-year housing land supply; as of April 1st 2018, the council has a 2.55 year supply of housing. There is a recent history of under-delivery on the Core Strategy target, with a total of 976 dwellings have been completed since the start of the Core Strategy period until April 2018, as against the stepped target for that 2013-2018 period of 1,500 dwellings, a deficit of 524 dwellings. (The cumulative plan average annual requirement for the same years provides perhaps a better long-term perspective, and against this requirement of 2,010 dwellings, there is a deficit of 1,124 dwellings.). Therefore it is clear that the delivery of the scale of houses set out in the Core Strategy is very challenging and the use of the standard method seems more appropriate and realistic.

4 Additional Draft Allocations





4 Additional Draft Allocations

4.0.1 The following chapter lists those 'Additional Draft Allocations' (ADAs) considered necessary to meet the Council's housing requirement using the new standard methodology.

4.0.2 Together the additional site allocations total an extra 2,117 houses into the Plan's housing provision. Taking account of the latest housing completions (for 2018-19), planning permissions, an allowance for windfall and the most up to date Local Housing Needs calculation, this result in a buffer of 50% on the new housing target, a requirement of 5,296 houses.

4.0.3 It is considered that the following additional draft allocations provide greater flexibility in delivering housing in the context of the Council meeting the housing target of the Plan, particularly given the Borough's recent history of housing under-delivery.

4.0.4 Policy CS2 of the Core Strategy splits out planned housing growth across the settlement tiers as: 35% Main Towns, 30% Key Service Centres, 30% Primary Villages and 5% across both Secondary and Tertiary Villages. Based on the provision of an additional 2,117 dwellings (inclusion of the additional draft allocations) this split would change to 24% Main Towns, 39% Key Services Centres, 33% Primary Villages and 4% across both Secondary and Tertiary Villages.

4.1 ADA1 South of Links Road, Gorleston-on-Sea

Background

4.1.1 Gorleston-on-Sea is the Borough's 'second' town, located across the River Yare and to the south of the town of Great Yarmouth. It has a current population of around 25,600. Gorleston, as it is more commonly known, runs from the southern part of the west bank of the River Yare, past the river mouth towards the smaller coastal settlement of Hopton-on-Sea. To the west is the connected settlement of Bradwell, effectively forming a large urban settlement.

Proposed Allocation

Policy ADA1

LAND SOUTH OF LINKS ROAD, GORLESTON-ON-SEA

Land to the south of Gorleston-on-Sea (25 hectares) as identified on the draft Policies Map is allocated for approximately 500 dwellings with commercial/retail and open space. The site should be developed in accordance with the following site specific criteria:

- 1. Provision of safe and appropriate access(es) to Links Road (including any consequential improvements between Links Road and the A47 roundabout) with necessary improvements to integrate into the existing pedestrian and cycling networks;**



2. **Parking spaces must be in close proximity to dwellings and must comply with the 2007 Norfolk County Council standards, with appropriate width and depth of spaces etc to reduce the desire for on-road parking. Rear parking courts, other than in wholly exceptional circumstances will not be acceptable. Garages must be of sufficient width to accommodate standard modern vehicles;**
3. **A mix of housing sizes, types and tenures, including:**
 - i. **a minimum of 15% affordable housing, provided on site, reflecting the needs and demands of the local area; and,**
 - ii. **provision of retirement and/or extra care and/or care housing equivalent to at least 10% of the total housing for the site (about 50 units), which must be delivered before occupation of the 250th dwelling on the site.**
4. **Provision of new, small scale commercial units or convenience-led retailing, of up to 200 sqm will be sought within the north-western area of the site with appropriate landscaping (particularly to the east);**
5. **Provision of appropriate structural landscaping and new open space to:**
 - a. **mitigate the visual impact of the development, especially from views to the south from Hopton-on-Sea; and,**
 - b. **provide an acoustic barrier to the A47.**
6. **Submission of a site-specific Flood Risk Assessment;**
7. **Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;**
8. **Submission of a Heritage Statement accompanied by the results of an archaeological field evaluation; and,**
9. **Submission of a shadow Habitats Regulations Assessment, setting out any necessary on-and (if relevant) off-site direct mitigation measures, in addition to the required in-combination financial contribution for mitigation measures per dwelling.**



Allocation Justification

4.1.2 Whilst the site proposed is noted to be within the parish boundary of Hopton-on-Sea, the site would in effect represent a sustainable extension to the settlement of Gorleston, with close access to services notably within Gorleston, Bradwell & Beacon Park. The location is in particularly close proximity to the James Paget University Hospital, Beacon Business Park and the schools to the north.

4.1.3 The draft allocation site is on the southern edge of the built-up area of Gorleston-on-Sea, between the A47 trunk road and Warren Road, a minor residential lane to the east. The site is currently in arable use.

4.1.4 The site has good access to existing services and facilities in Gorleston-on-Sea and in the future will have good access to a primary school, community centre and retail facilities which are to be provided as part of the major housing development to the south of Bradwell and the proposed Beacon Park District Centre, off Woodfarm Lane. The site is also well located to Beacon Business Park and the James Paget University Hospital. A range of other amenities are accessible by regular public transport of the cycling network.

4.1.5 Vehicular access is possible off Links Road, which provides a suitable carriageway width for through traffic but may require the provision of a secondary roundabout between the site and the A47/Beaufort Way roundabout. No direct access is to be taken off the A47 trunk road. Necessary improvements to integrate the site into the existing pedestrian and cycling networks will be sought as part of the development of the site. Further preparatory work on the potential impact of the proposed development upon the Links Road/A47 Beaufort Way roundabout may also be necessary.

4.1.6 The layout and design of the main roads within the site must enable appropriate permeability by buses (i.e. they must be of sufficient width with sweeping bends), with parking levels meeting the requirements of the Norfolk County Council Parking Standards. Rear parking courts will not be acceptable, as the reduced level of surveillance of them means that many people simply will not use them, instead parking on the road outside their house (with the consequences that can bring).

4.1.7 The site will be expected to provide, on site, 15% affordable homes (approximately 75 dwellings). This level of affordable housing provision has been blended to take account of the site straddling two strategic housing market areas. An element of retirement and/or extra care and/or care housing totaling at least 10% of the housing on site (about 50 units) should also be provided to meet the need's of the borough's ageing population. The site presents an ideal opportunity to accommodate this need when taking into consideration the level of development combined with the site's good accessibility and integration with existing amenities, such as James Paget University Hospital. To ensure timely delivery, the provision of retirement/extra care housing should be provided before the occupation of the 250th dwelling (50%) on the site.

4.1.8 The site offers the potential to provide an element of mixed use development which would relate well to the services and uses provided at the nearby Beacon Business Park, particularly convenience-led or small commercial units (no more than 200sqm). The location of any proposed retail or commercial development should be concentrated towards the



north-western area of the site to both maximise accessibility and visibility from the strategic road network, whilst reducing the likely impact upon the amenities of existing and future residents to the east.

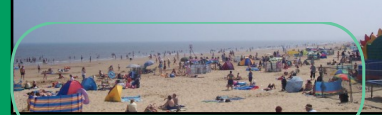
4.1.9 The site is relatively flat with open land around. Maintaining a clear gap between the built-up area of Gorleston-on-Sea and that of Hopton-on-Sea is an important consideration. To this end the allocation policy provides for the open space provision to the southern end of the site, together with structural landscaping around the site, that will help to maintain that gap, provide a soft edge to the development and provide an acoustic barrier to the adjacent A47 trunk road. Whilst the precise details of the open space provision will need to be discussed and agreed with the Council at appropriate stages of the scheme, the level of provision must meet the requirements of Policy H12-dp.

4.1.10 The site is located in an area of low flood risk, and provision of sustainable drainage systems will limit/prevent any increased surface water run-off. The sand-based geology of the site suggests that good drainage can be achieved. A site-specific Flood Risk Assessment will need to be undertaken to support development proposals and detail the surface water strategy.

4.1.11 The site will regrettably lead to the loss of grade 2 agricultural land. There is little in the way of alternative, poorer quality land available around Gorleston-on-Sea, and, in the context of providing new housing growth that is accessible and has the potential to provide additional facilities and amenities in the local area, this is considered to be a reasonable and justified approach.

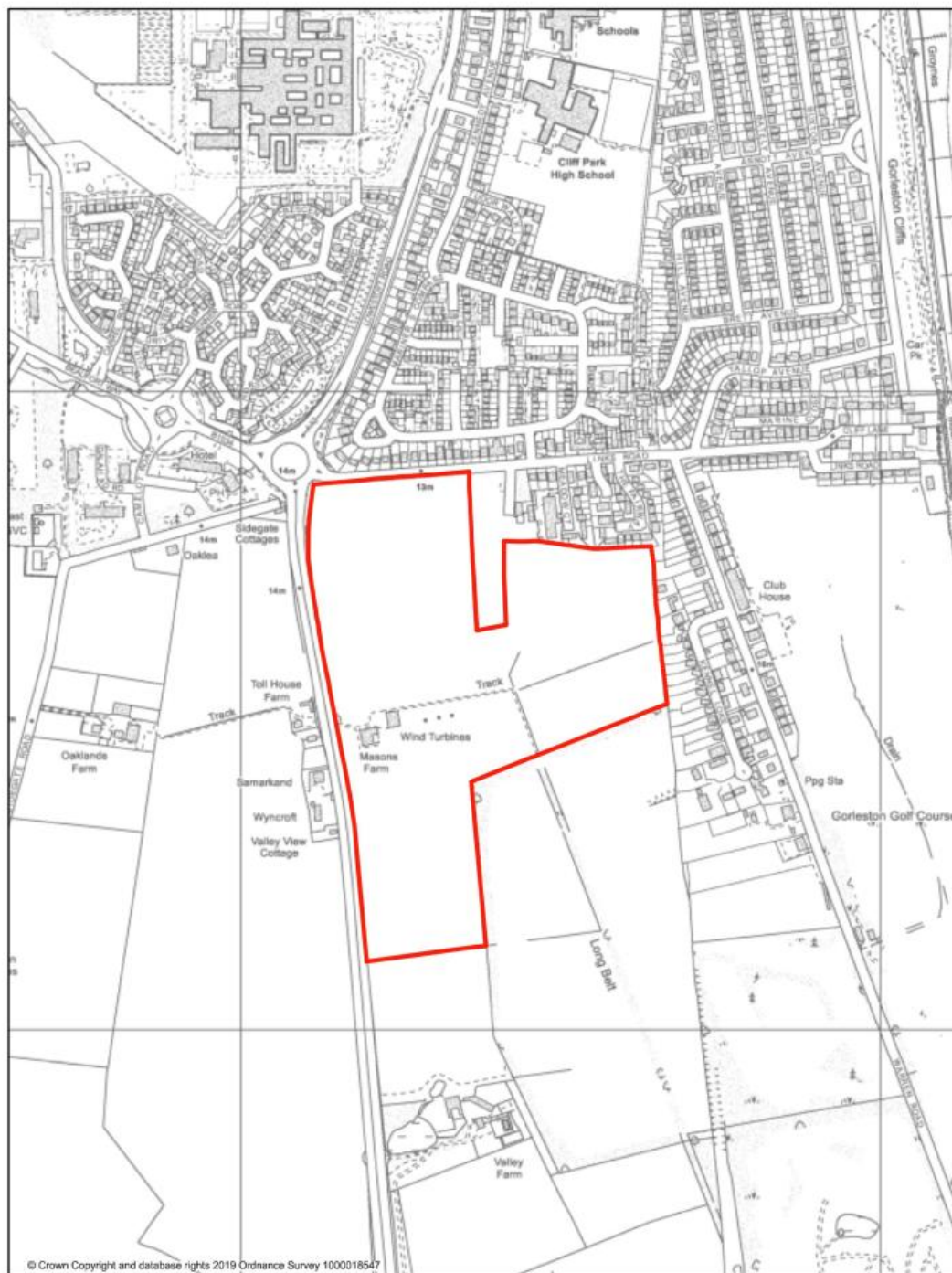
4.1.12 There is a likelihood of archaeological potential on site and any planning application must be supported by a heritage statement accompanied by the results of an archaeological field evaluation and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts.

4.1.13 As a significant site, a Shadow Habitats Regulations Assessment must be prepared and submitted to the Council. This Assessment should set out the potential impacts of the development on nearby Natura 2000 sites and identify necessary on-site and (if necessary) off-site mitigation measures. In addition, the in-combination effects of the development will necessitate the payment of a contribution per dwelling (currently £110), in line with the Council's Habitats Monitoring and Mitigation Strategy.



Map 4.1 Additional Draft Allocation 1: South of Links Road, Gorleston

ADA1 South of Links Road, Gorleston



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4.2 ADA2 Emerald Park, Gorleston-on-Sea

Allocation Proposal

Policy ADA2

EMERALD PARK, GORLESTON-ON-SEA

Land at Emerald Park Football Ground (2.3ha) as identified on the draft Policies Map, is allocated for about 100 dwellings. The site should be developed in accordance with the following site specific criteria:

1. **Provision of safe and appropriate vehicular access, to the satisfaction of the local highways authority with appropriate access from the improved section of Wood Farm lane to the south with appropriate improvements to the surrounding road network, including footpaths**
2. **Provide a mix of housing types and sizes, including a minimum of 10% affordable dwellings to reflect the needs and character of the local residential area**
3. **Re-provision of appropriate equivalent recreational facility at a minimum equaling the quality of facility currently available at Emerald Park. The full funding or Re-provision to be secured and demonstrated by legal agreement (ie. section 106 agreement) prior to the loss of any facility at Emerald Park.**
4. **Submission of an archaeological field evaluation prior to development, in accordance with paragraphs 189 & 199 of the NPPF**
5. **Retain existing Trees along the south western border of the site in accordance with the Tree Preservation Orders.**
6. **Where further trees may be removed which are not protected, replacements are provided in suitable alternative locations and remain for the amenity of future residents**

Allocation Justification

4.2.1 The draft allocation site is located to the south west of the built-up area of Gorleston-on-Sea. Land immediately to the north and east of the site are used as the Magdalen Recreation Ground with residential and commercial development beyond. To the south lie allotments, beyond which is the James Paget University Hospital. Westwards the land comprises major new residential development that is currently being built as part of the South Bradwell urban extension, with the rest of the Beacon Business Park area located beyond to the south. The site is currently in use as the ground for Gorleston Football Club.

4.2.2 The site is well related to existing services and facilities in Gorleston-on-Sea. It is within walking distance of primary and secondary educational facilities, the James Paget University Hospital, as well as other facilities and amenities accessible by regular public transport. New community and retail facilities are also planned nearby as part of the South Bradwell urban extension and proposed Beacon Park District Centre.



4.2.3 The site has been proposed for residential allocation by the current landowner, with Gorleston Football Club proposed to relocate to East Norfolk Sixth Form College. Were this to progress, Emerald Park would obviously be lost a football ground and hence as a community facility – in addition to the Men's First Team, the club runs a Reserves side, a Women's team and a large number of children's teams, and so is a very important part of the local community. It would therefore clearly be inappropriate to allow for any development of this site to take place until the current facility has been relocated to a different site **and** it can be demonstrated that a new site is deliverable and fully-funded. The facilities of the site (pitch standard, spectator stands, admission turnstiles, clubhouse, changing rooms, bar, parking etc) must also (as a minimum) be of sufficient standard to meet the criteria for admission/retention to the league within which Gorleston Football Club's Men's First Team plays (currently the Thurlow Nunn League).

4.2.4 Vehicular access should be taken off Woodfarm Lane and will require necessary visibility splays for both vehicles exiting and entering the site from Woodfarm Lane. Provision of new footways will be required along Woodfarm Lane to connect the site entrance with existing footway provision adjacent to the school entrance off Oriel Avenue.

4.2.5 The site has been identified by Norfolk Historic Environmental Service as having considerable archaeological potential. They have requested that a programme of mitigatory work is undertaken to determine the scope and extent of any further work that may be required.

4.2.6 A planning application for development of this site has been submitted (reference 06/18/0707/O) as well as a planning application for a replacement facility at East Norfolk Sixth Form College (reference 06/18/0533/F) but at the time of this current consultation (July/August 2019) neither have yet been determined.



Map 4.2 Additional Draft Allocation 2: Emerald Park, Gorleston

ADA2 Emerald Park, Gorleston



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4.3 ADA3 Shrublands Community Facility, Gorleston-on-Sea

Allocation Proposal

Policy ADA3

SHRUBLANDS, GORLESTON-ON-SEA

Land at Shrublands, Gorleston on Sea, (2.4ha) as identified on the draft Policies Map, is allocated as a mixed use scheme for healthcare facilities, community facilities and about 40 dwellings. The site should be developed in accordance with the following site specific criteria:

1. **Provision of two vehicular accesses to be taken off Magdalen Way and Trinity Avenue**
2. **Provision of a new healthcare facility to help meet the current and future needs of local NHS providers**
3. **Provision of an appropriate number of care/extra-care beds/housing units**
4. **Retention and reuse of the Grade II farmhouse building as an important historic assets. Its reuse should be complimentary to its historic status**
5. **Parking to be provided for around 160 cars to the Norfolk County Council Parking Standard for the healthcare and community uses**
6. **An element of community use is also provided on site within either the existing buildings or any potential new buildings proposed on site**
7. **Retention of trees where practicable with design and replacements provided where trees are removed**

Allocation Justification

4.3.1 The site is allocated for mix use development to facilitate an update to the healthcare and community use currently provided on site. The current healthcare facility is housed in a temporary building which has planning permission, which is due to expire in 2020. This allocation would allow the permanence of the healthcare provision of this site whilst allowing the site to be updated to provide healthcare to future anticipated standards.

4.3.2 The retention of the Farmhouse building is sought due its historic importance as a Grade II listed building and its significance on the site. The complementary reuse of the building is also sought due to the building being currently unused it could provide some future community or healthcare use within a significant building already existing within the site.

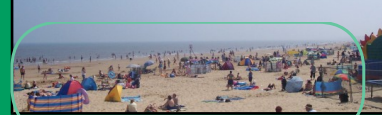
4.3.3 The site should also provide car parking to meet anticipated demand for the site, to the parking standards set out by Norfolk County Council as the Local Highway authority. The site should also provide appropriate points of access to the satisfaction of the Local Highways authority, taken off Magdalen Way and Trinity Avenue.

4.3.4 The current availability of community use on site should facilitated in any future scheme for the site and future provision made.



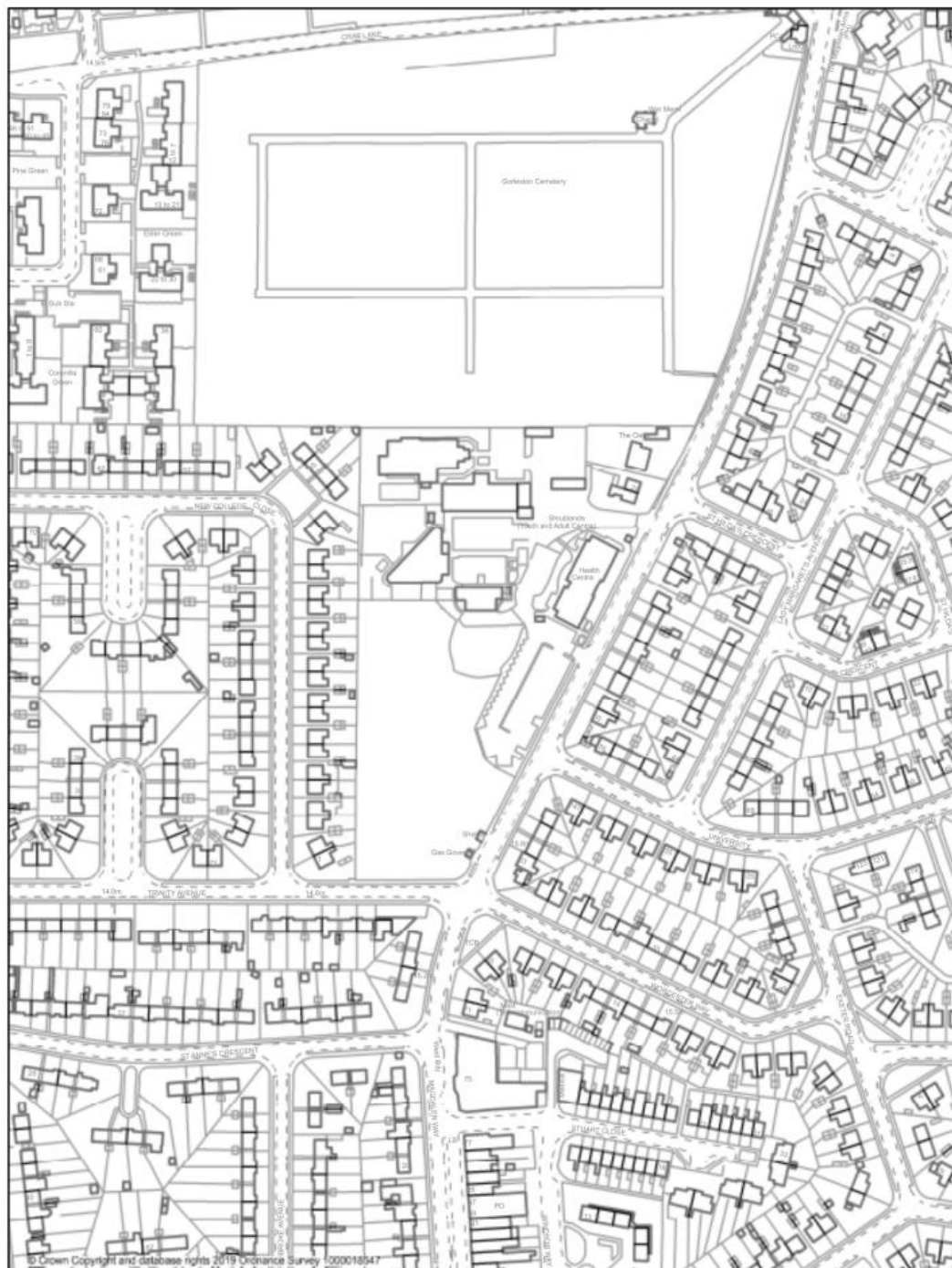
4.3.5 To provide for the updates to the temporary building and improvements on site an element of housing is allocated to provide funding for these improvements. Housing with care/extra care should be provided.

4.3.6 The retention of trees (and provision of replacements if trees are removed) is also sought where practicable on site for the amenity of local residents, future users of the facilities and future residents.



Map 4.3 Additional Draft Allocation 3: Shrublands Site, Gorleston

ADA3 Shrublands Site, Gorleston



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4.4 ADA4 North of A143, Bradwell

Allocation Proposal

Policy ADA4

LAND NORTH OF A143 BECCLES ROAD, BRADWELL

Land to the north of the A143 Beccles Road (24 hectares) as identified on the Policies Map is allocated for up to 600 dwellings and for a potential petrol filling station and/or small-scale retail use on land between new Road and the A143 Beccles Road.

The site should be developed in accordance with the following site-specific criteria:

1. **Provision of two vehicular accesses taken off the A143 Beccles Road and New Road with necessary improvements to integrate into the existing pedestrian and cycling networks;**
2. **Parking spaces must be in close proximity to dwellings and must comply with the 2007 Norfolk County Council standards, with appropriate width and depth of spaces etc to reduce the desire for on-road parking. Rear parking courts, other than in wholly exceptional circumstances will not be acceptable. Garages must be of sufficient width to accommodate standard modern vehicles;**
3. **A mix of housing sizes, types and tenures, including:**
 - i. **a minimum of 10% affordable housing, provided on site, reflecting the needs and demands of the local area,**
 - ii. **provision of retirement and/or extra-care and/or care housing equivalent to 10% of the total housing for the site (about 60 units), which must be delivered before occupation of the 300th dwelling on the site.**
4. **Provision of appropriate structural landscaping and new open space to meet the policy requirements on site, with strengthened planting on the western boundary particularly important to safeguard the sense of separation between Bradwell and Belton (which lies within a Strategic Gap) (Policy PDP8);**
5. **The allocation for a petrol filling station/small-scale retail site also needs to have appropriate landscaping (particularly to the west) and highways access must be safe and secured from New Road (not the A143 Beccles Road);**
6. **Informal open/recreation space and children's play space must be provided in line with the requirements of Policy H12-dp**
7. **Making appropriate financial contributions to Norfolk County Council's Children's Services ensure that necessary education facilities are available off-site. Appropriate contributions to Norfolk County Council will also be needed to contribute towards library services and provide fire hydrants on site;**
8. **Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system**



will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;

- 9. Submission of a site-specific Flood Risk Assessment;**
- 10. Submission of a Heritage Statement accompanied by the result of an archaeological field evaluation; and,**
- 11. Submission of a shadow Habitats Regulation Assessment, setting out any necessary on- and (if relevant) off-site direct mitigation measures, in addition to the required in-combination financial contribution for mitigation measures per dwelling.**

Allocation Justification

4.4.1 The draft allocation site is on the western edge of the built-up area of Bradwell, immediately north of the A143 Beccles Road/Beaufort Way (Beacon Park Link Road). Residential development lies to the east and (over the A143) the south-east, where the Beacon Park development continues to be built out. Further south on Beaufort Way is Beacon Business Park, with an extension to the Park allocated in the Core Strategy and emerging Part 2 Local Plan. Woodlands Primary Academy lies just to the north-east of the site.

4.4.2 The site is well related to existing services and facilities in Gorleston-on-Sea. It is within walking distance of primary and secondary educational facilities, the James Paget University Hospital, as well as other facilities and amenities accessible by regular public transport. New community and retail facilities are also planned nearby as part of the South Bradwell urban extension and proposed Beacon Park District Centre.

4.4.3 The site has been proposed for residential development and is being promoted by Badger Building. A 'hybrid' planning application (part-full, part-outline) for the site has been submitted as of July 2019.

4.4.4 There will need to be two points of vehicular access to the site, from New Road and Beccles Road, and appropriate improvements for walking and cycling, especially for children accessing schools to the south of Beccles Road. The internal road layout will also need to be appropriate to facilitate walking and cycling and must enable appropriate permeability by buses (i.e. they must be of sufficient width with sweeping bends), with parking levels meeting the requirements of the Norfolk County Council Parking Standards. Rear parking courts will not be acceptable, as the reduced level of surveillance of them means that many people simply will not use them, instead parking on the road outside their house (with the consequences that can bring).

4.4.5 A range of housing types appropriate to the location must be provided, including 10% affordable housing tenures (delivered within each phase) and space for retirement homes and/or extra-care homes and/or care homes totalling 10% of the housing on site (so about 60 units). It is accepted that not all housing would necessarily be able to be completed by 2030, but delivery should be the maximum possible and would be expected to be a significant majority of the allocated total of 600.



4.4.6 Landscaping to the west to help preserve the sense of separation of Bradwell from Belton will be particularly important, as the land in between is a “Strategic Gap” (see policy PDP8).

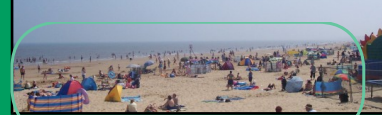
4.4.7 The area immediately to the north of the site is bounded by Church Walk, with agricultural land beyond. Some connectivity to Church Walk for walking and cycling would be beneficial, and the overall layout of the proposal - especially later phases towards the north of the site - must be flexible to deal with changing circumstances as national and local policy evolves.

4.4.8 There is a need for informal recreation space/children’s play space and formal recreation space at appropriate locations in the development. The precise details will need to be discussed and agreed with the Council at appropriate stages of the scheme (hybrid application and then reserved matters for subsequent phases), but the level of provision must meet the requirements of Policy H12-dp.

4.4.9 No on-site provision for education facilities is required by Norfolk County Council Children’s Services – the Woodlands Primary Academy is close by, and a primary school site is safeguarded in the Wheatcroft Farm development site (in Beacon Park) to the south. Appropriate education contributions must be made to Norfolk County Council (as they must be for library stock/infrastructure improvements and the on-site provision of fire hydrants).

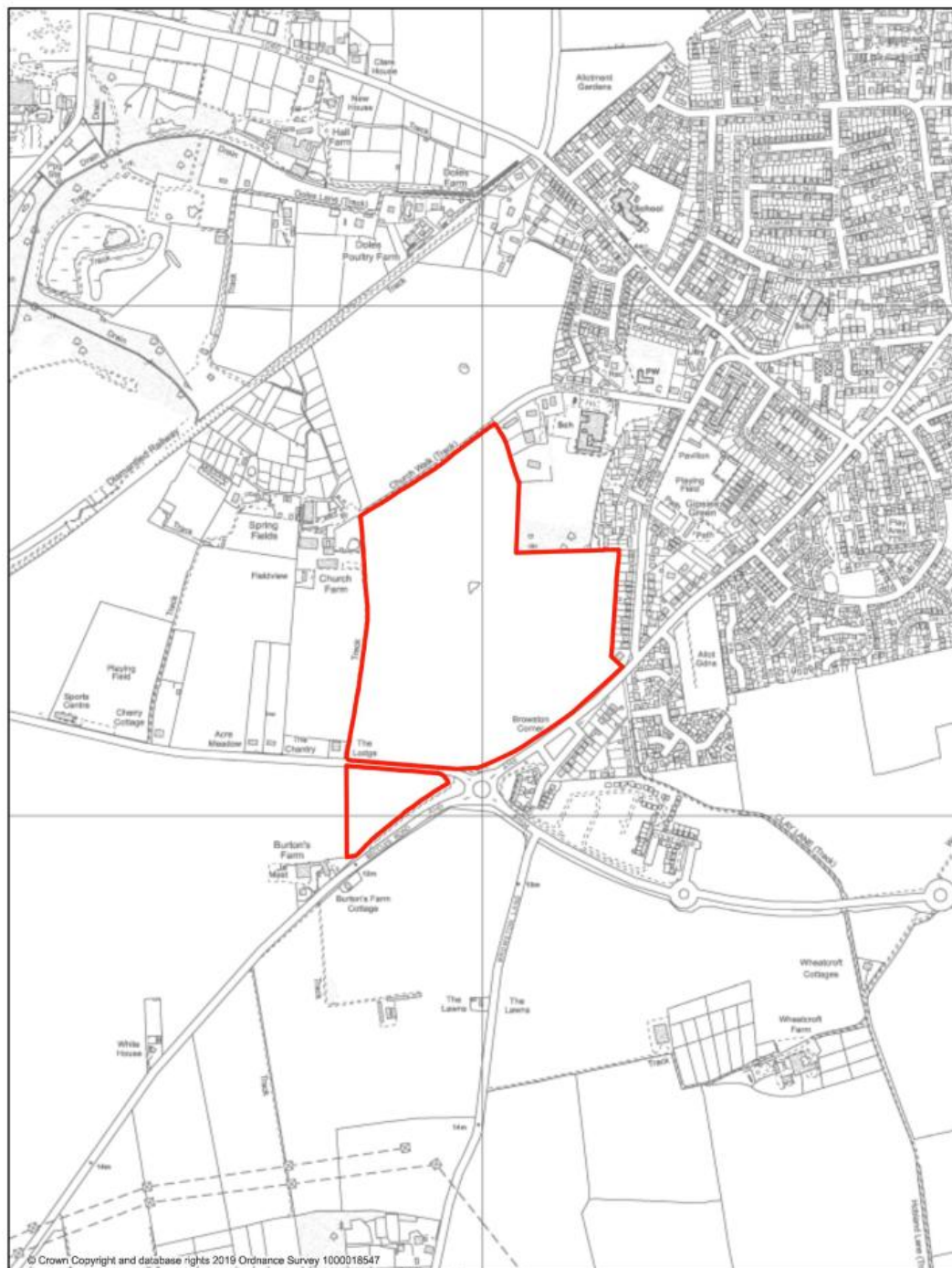
4.4.10 As a significant site, a shadow Habitats Regulation Assessment must be prepared and submitted to the Council. This Assessment should set out the potential impacts of the development on nearby Natura 2000 sites and identify necessary on-site and (if necessary) off-site mitigation measures. In addition, the in-combination effects of the development will necessitate the payment of a contribution per dwelling (currently £110), in line with the Council’s Habitats Monitoring and Mitigation Strategy.

4.4.11 A small parcel of land in between New Road and the A143 Beccles Road is allocated for a potential petrol filling station and/or small-scale convenience retail store (no more than 200m²). This parcel of land is not appropriate for residential uses and it too must be subject to appropriate landscaping (especially to the west) with highways access only acceptable from New Road (not the A143).



Map 4.4 Additional Draft Allocation 4: North of A143, Bradwell

ADA4 North of A143, Bradwell



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4.5 ADA5 West of Jack Chase Way, Caister-on-Sea

Allocation Proposal

Policy ADA5

LAND AT NOVA SCOTIA FARM, CAISTER-ON-SEA

Land to the west of Caister-on-Sea (28.37 hectares) as identified on the draft Policies Map is allocated for residential development of up to 750 dwellings. This should be developed in accordance with the following site specific criteria:

1. Provide for up to 725 dwellings offering a mix of house types and sizes, including at least 10% of this for retirement and/or extra-care housing. The retirement and/or extra-care housing must be provided before occupation of the 363th dwelling (or whatever the 50% level is, if the overall number of houses is lower)
2. Set out a phasing strategy that maximises the delivery of housing within the Plan period, with the aim of delivering the site in its entirety by 2030
3. The site will deliver 20% affordable housing on site (145 dwellings)
4. There must be the creation of a series of locally distinctive, walkable neighbourhoods set in an overall framework of a thoughtful and high-quality design ethos, with the non-residential elements integrating effectively and efficiently with residential areas. In particular, there must be a variety of materials and finishes/treatments across the development with innovation and local distinctiveness clearly evidenced. Key major internal roads should be designed to be accessible by buses
5. Parking spaces must be in close proximity to dwellings and must comply with the 2007 Norfolk County Council standards, with appropriate width and depth of spaces etc to reduce the desire for on-road parking. Rear parking courts, other than in wholly exceptional circumstances will not be acceptable. Garages must be of sufficient width to accommodate standard modern vehicles
6. There must be the provision of at least two safe and appropriate vehicle access junctions from Jack Chase Way
7. There must be the provision of safe and appropriate crossing points of Jack Chase Way for walking and cycling so as to encourage the movement of people from the site to the existing Caister-on-Sea village and (just as importantly) vice versa
8. There must be good connections to the wider countryside through the provision/extension of footpaths/ bridleways



9. Informal open/recreation space and children's play space must be provided in line with the requirements of Policy H12-dp
10. Land must be safeguarded and made free of charge for a two-hectare site for a primary school (including nursery facilities), to accommodate up to two forms of entry, as well as appropriate financial contributions for education. This should be towards the middle of the allocation site
11. Land must be safeguarded and made free of charge for a one-hectare site for healthcare uses, which should be located towards the middle of the site. If the relevant health authority/ies confirms that the site is not necessary prior to the reserved matters application for the final phase, the site could be released for residential or other uses
12. Land must be safeguarded and made free of charge for a community use building (perhaps a new/relocated village hall/parish council office). This should be towards the middle of the allocation site
13. Land is allocated for a Local Centre of up to one hectare, which could accommodate a small top-up/convenience foodstore and potential small-scale employment uses. It should be located towards the middle of the allocation site
14. Submission of a shadow Habitats Regulation Assessment, setting out any necessary on- and (if relevant) off-site direct mitigation measures, in addition to the required in-combination financial contribution for mitigation measures per dwelling
15. Protect and enhance archaeology, biodiversity and geodiversity across the site and ensure that where appropriate, mitigation measures are undertaken
16. Appropriate landscaping treatment to the site's western boundary must be provided, and street lighting design will be required to limit the visual impact of the proposed development on the wider landscape, including the nearby Broads area

Allocation Justification

4.5.1 The site is one of the largest residential developments to be provided in the Borough, and will balance the major growth (already largely committed) at the other Key Service Centre of Bradwell. It is being promoted by the landowner and Persimmon Homes.

4.5.2 The biggest challenge of the site is to provide a sustainable extension to Caister-on-Sea which would successfully integrate the new community with the existing settlement, when the two are divided by the current Caister bypass (Jack Chase Way). An appropriate solution will be required to ensure safe and easy pedestrian, cycle and vehicular access between the development site and existing settlement, without unduly impeding through traffic or encouraging it to divert (or 'rat-run') through the centre of Caister. It is



therefore particularly important that there are “pull” factors on the site to encourage the existing residents of Caister to cross Jack Chase Way, such as a primary school, formal recreation facilities and community facilities (perhaps a site for healthcare and/or a relocated/new village/parish hall).

4.5.3 The design of the whole scheme is exceptionally important. There needs to be a high-quality design ethos, with good variety in house types and styles and a variety of different materials and treatments used, as well as thoughtful landscaping. The layout and design of the main roads within the site must enable appropriate permeability by buses (i.e. they must be of sufficient width with sweeping bends), with parking levels meeting the requirements of the Norfolk County Council Parking Standards. Rear parking courts will not be acceptable, as the reduced level of surveillance of them means that many people simply will not use them, instead parking on the road outside their house (with the consequences that can bring). An “Anywhereville” form of development will simply not be acceptable for the allocation – it must be distinctive and sympathetic to the environment it lies within.

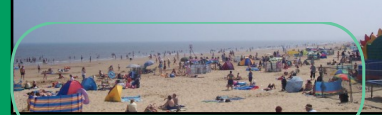
4.5.4 Development will to be phased as the site is built over a number of years during the plan period. A development of this size, at some distance from the main facilities in Caister will require on site provision of local community and other services. Accordingly, a requirement is imposed for a Local Centre potentially including suitable retail, employment and community type uses. Space must also be reserved and made available freely from charge for a two-hectare site for a new primary school, a one-hectare site for healthcare uses and a potential site for a new/relocated village hall. All these facilities will need to be provided in central areas of the site, so as to be accessible to all future residents, as well as existing Caister residents. The land must be made available (in a serviced state, if appropriate/necessary) early on in the lifetime of the development, and in any case before the occupation of the 250th dwelling. If, following later discussions with the Council, it is agreed that there is evidence that safeguarded sites are no longer necessary then the need to provide alternative uses will be discussed with the Council.

4.5.5 Similarly, there is a need for informal recreation space/children’s play space and formal recreation space at appropriate locations in the development. The precise details will need to be discussed and agreed with the Council at appropriate stages of the scheme (hybrid application and then reserved matters for subsequent phases), but the level of provision must meet the requirements of Policy H12-dp.

4.5.6 Historical Environmental Records for the area indicate the likelihood of archaeological remains on the site, as well as various historic assets – Grade-I listed Caister Castle and Caister Roman Fort (a Scheduled Monument), for example. Further investigations will be required to identify any archaeological significance to the development.

4.5.7 Significant landscaping and carefully designed lighting will be required to limit the site’s impact on the wider landscape is minimised, with particular emphasis on the setting of the Broads to the west and historical structures.

4.5.8 As a large site, not far from North Denes Special Area of Conservation and other Natura 2000 sites, a shadow Habitats Regulation Assessment must be prepared and submitted to the Council. This Assessment should set out the potential impacts of the development on nearby Natura 2000 sites and identify necessary on-site and (if necessary)



off-site mitigation measures. In addition, the in-combination effects of the development will necessitate the payment of a contribution per dwelling (currently £110), in line with the Council's Habitats Monitoring and Mitigation Strategy.

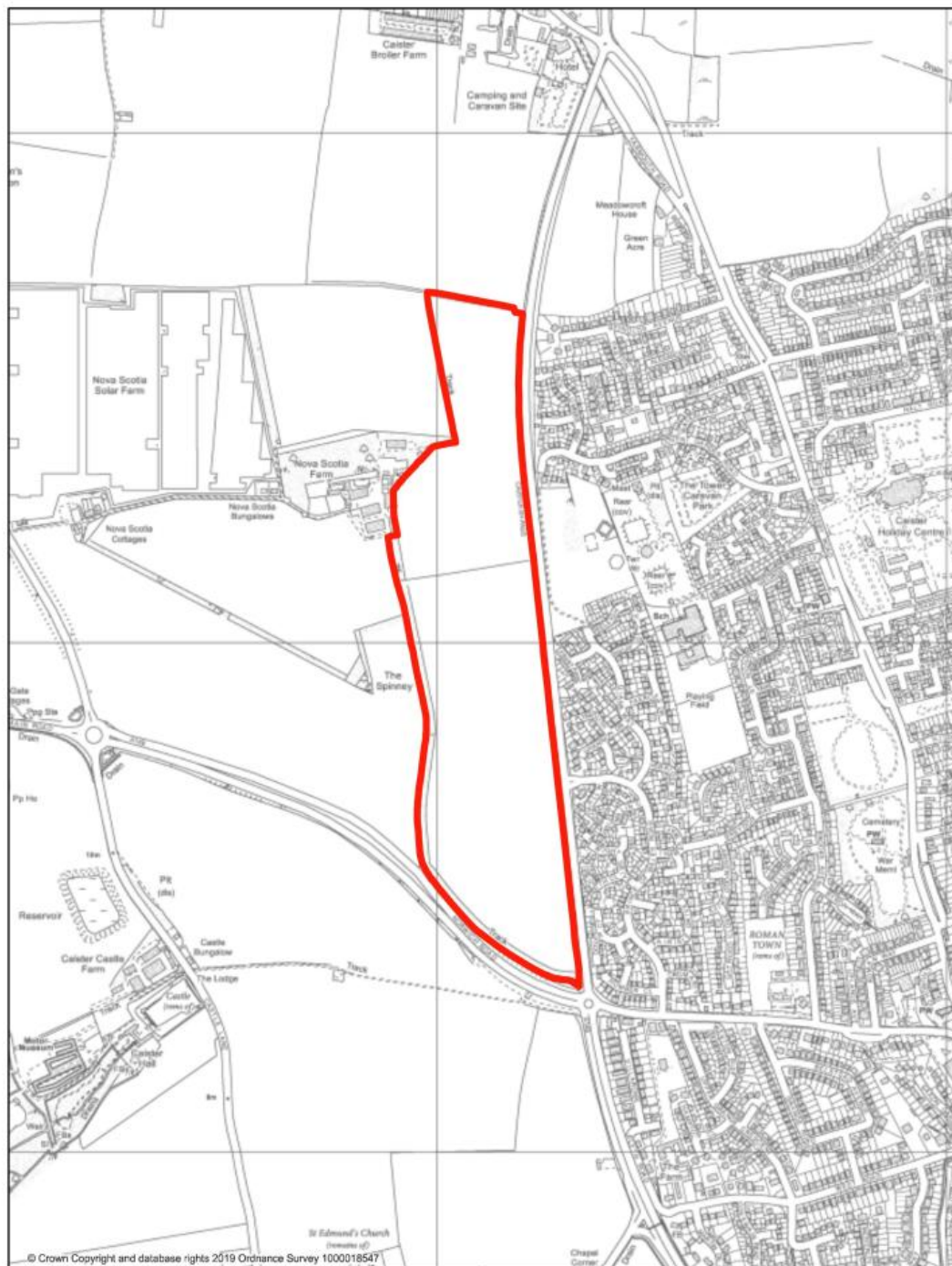
4.5.9 A hybrid planning application for the site by Persimmon Homes is in preparation and is likely to be lodged in summer 2019.

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Map 4.5 Additional Draft Allocation 5: West of Jack Chase Way, Caister-on-Sea

ADA5 West of Jack Chase Way, Caister-on-Sea



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4.6 ADA6 West of Potters, Hopton-on-Sea

Background

4.6.1 The settlement of Hopton-on-Sea is a designated 'primary village' with a good range of local services and facilities including a primary school, GP surgery, dentist, pharmacy, two convenience stores, two public houses, a gym and village hall, all within a reasonable walking distance for residents.

4.6.2 While the settlement has consistently contributed housing completions since 2013, a single large planning permission represents the majority of the housing commitment for Hopton-on-Sea. To provide more balance between the primary villages' housing commitment, it is considered appropriate to allocate further housing in the village.

Allocation Proposal

Policy ADA6

LAND TO THE WEST OF POTTERS, HOPTON-ON-SEA

Land to the West of Coast Road (3.3 Ha) as identified on the draft Policies Map, is allocated for a mixed use development comprising: approximately 40 dwellings, staff accommodation and continued business use for adjacent Potters Resort. The Site should be developed in accordance with the following criteria:

- 1. Provision of access improvements to the satisfaction of the local highway authority including:**
 - i. The improvement of the current Longfullans Lane in accordance with policy HP1-dp;**
 - ii. Provision of a new access road to 'bypass' Longfullans Lane to be provided through co-operation and co-ordination with the adjacent outline permission to the west (Site 30);**
 - iii. Provision of a footpath on the west side of Coast Road northbound and appropriate crossing measures provided, for the safety of pedestrians and to allow the permeability of development;**
- 2. Car Parking is provided to a satisfactory standard for future residents, staff and visitors of Potters Resort, as not to create a displacement of the current car parking site into the village of Hopton;**
- 3. Staff accommodation, residential and any B8 or other business use will not be in conflict with any existing neighbouring uses in any future design of plans for this site**
- 4. Provide a mix of housing types and sizes, including a minimum of 10% affordable dwellings, to reflect the residential character of surrounding area.**

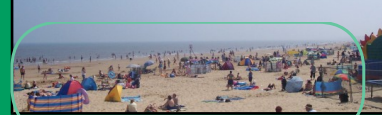


Allocation Justification

4.6.3 The site is adjacent to site 30 which was recently permitted to the north of Longfullans Lane and in conjunction could provide a 'bypass' to Longfullans Lane which, as noted within policy HP1-dp, would support a long term ambition by the Borough Council to improve the existing Longfullans Lane. This would provide an alternative route to help manage the traffic from both Potters Resort, other holiday parks within Hopton and to the south (outside the borough boundary).

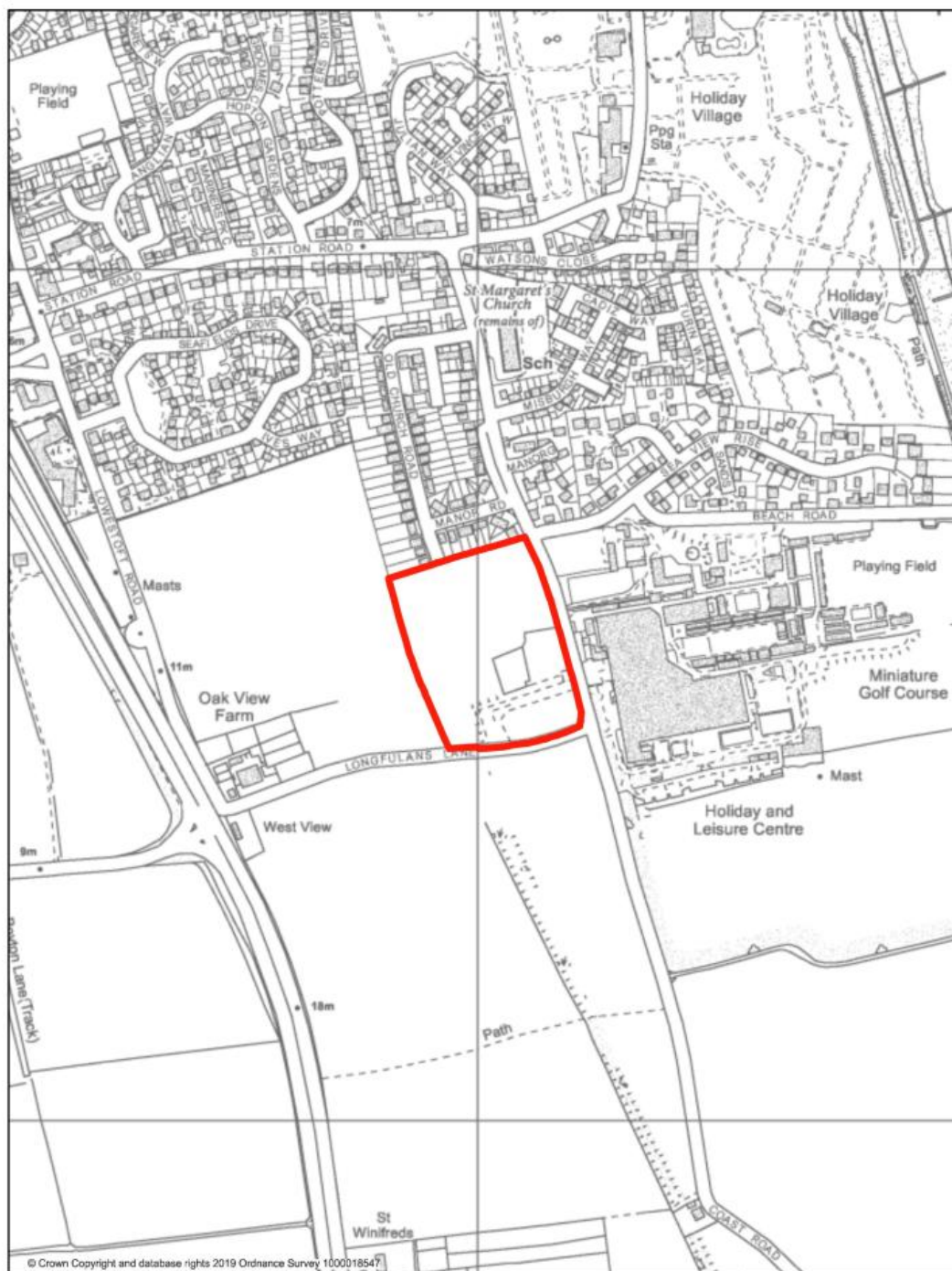
4.6.4 The allocation of the site also supports the existing tourism use and business use at Potters Resort. Tourism makes up a large part of the Borough's economy and development of this site would help support its continued use and its input into the local economy.

4.6.5 The primary village of Hopton-on-Sea is one of the least constrained primary villages and is not highly sensitive to development as noted in the Waveney and Great Yarmouth's Settlement Fringe Study (2016). The village also has access to a good range of services as noted previously.



Map 4.6 Additional Draft Allocation 6: West of Potters, Hopton-on-Sea

ADA6 West of Potters, Hopton-on-Sea



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4.7 ADA7 North of Barton Way, Ormesby St Margaret

Background

4.7.1 The settlement of Ormesby St Margaret is a designated 'primary village' with a good range of local services and facilities including an infant school and a junior school, a village surgery, a newsagent and other village shops, a post office, a pharmacy, churches, a pub, restaurants and a petrol station.

4.7.2 In comparison to other primary villages, the settlement has contributed little through housing completions and permissions. To provide more balance between the primary villages' housing commitment, it is considered appropriate to allocate further housing in Ormesby St Margaret.

Allocation Proposal

Policy ADA7

NORTH OF BARTON WAY, ORMESBY ST MARGARET

Land north of Barton Way, Ormesby St Margaret (1.68 hectares) as identified on the draft Policies Map is allocated for residential development of up to 32 dwellings. The site should be developed in accordance with the following site-specific criteria:

1. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' in relation to mineral resources.
2. Provide a mix of house types and sizes, including a minimum of 20% affordable dwellings, to reflect the needs and character of the local residential area;
3. Provision of safe and appropriate access to the satisfaction of the local highways authority including:
 - i. Barton Way, Ranworth Drive and Claymore Gardens meeting a size of 5.5m wide (preferably 6.0m) and all junctions between the site and North Road and Station Road being acceptable.
 - ii. Require improvements to the public right of way FP2 along the southern site boundary
4. Well-designed scheme, in keeping with the character of the local area with appropriate landscaping along the north and eastern boundaries of the site



Allocation Justification

4.7.3 The site is well located adjacent to the north of the existing built up area with good access to local services and facilities. Vehicular access can be achieved via Barton Way. The site can be easily integrated into settlement with good connectivity and minimal impact upon the surrounding countryside. This small to medium sized site provides a deliverable development opportunity for a housebuilder.

Map 4.7 Additional Draft Allocation 7: North of Barton Way, Ormesby St Margaret

ADA7 North of Barton Way, Ormesby St Margaret

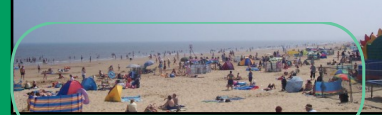


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4.8 ADA8 North of Hemsby Road, Martham

Background

4.8.1 The settlement of Martham is a designated 'primary village' and is currently the largest primary village within the Borough. It has an extensive range of local services including a high school (academy), primary school, nursery school, post office, library, public house, two convenience stores and a range of other local village shops.

4.8.2 The site was not previously allocated within the emerging Part 2 Plan as the site previously had planning permission for 100 units under ref 06/15/0486/F. That permission has recently lapsed but the site remains appropriate for development and so is proposed for allocation.

Allocation Proposal

Policy ADA8 1

LAND NORTH OF HEMSBY ROAD, MARTHAM

Land north of Hemsby Road (3.14ha) as identified on the draft Policies map is allocated for mixed use development including business use and up to 108 residential dwellings. The site should be developed in accordance with the following site-specific criteria:

- 1. Provide a mix of house types and sizes, including a minimum of 20% affordable dwellings, to reflect the needs and character of the local residential area**
- 2. Safe and suitable access to be provided to the satisfaction of the Local Highway Authority**
- 3. Sufficient surface water drainage & foul water strategy are to be provided to the satisfaction of all the relevant water authorities and the Borough Council**
- 4. Submission of an archaeological field evaluation prior to development, in accordance with paragraphs 189 & 199 of the NPPF**
- 5. It can be demonstrated that:**
 - i. An approved contamination remediation scheme has been carried out in full and;**
 - ii. a validation report that demonstrates the effectiveness of the remediation carried out has been submitted to and approved in writing by the Local Planning Authority**



Allocation Justification

4.8.3 The site is located to the North of Hemsby Road and has the potential for conjunction and co-operation with the recently permitted site 281 to the north, which is understood to be nearing commencement. This also would provide a distinct eastern edge to the settlement and form the development limits of Martham.

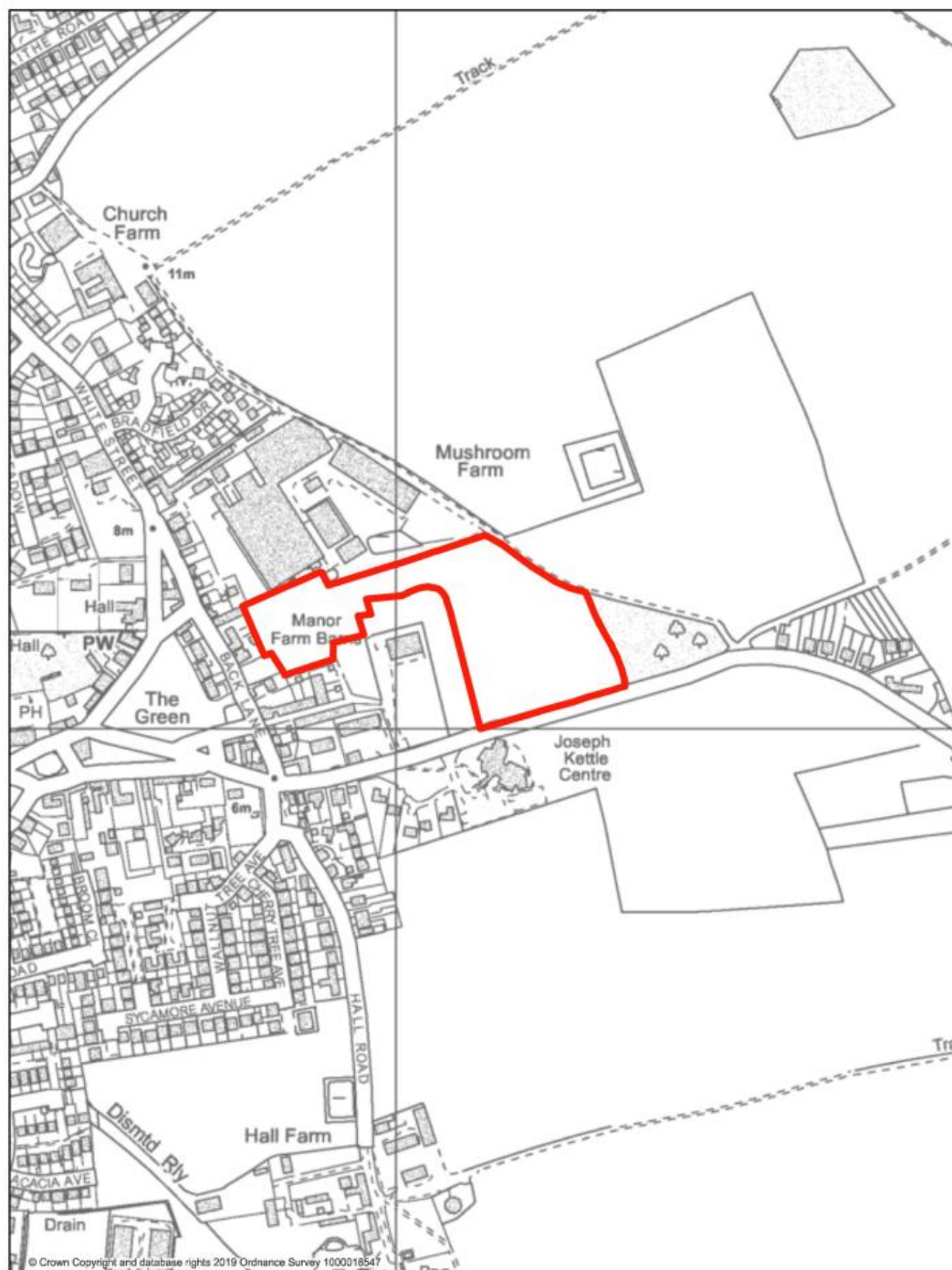
4.8.4 The site boundary has been amended from a previous planning application to exclude the employment area and an copse of open space. Exclusion from the allocation will avoid it being assumed that the allocation would include replacement of the copse by housing.

4.8.5 Martham is identified as a primary village in the Core Strategy and the settlement has a good range of services and facilities located in the east and centre of the settlement. Therefore this site having previously gained consent would be a reasonable extension to the built up area of Martham and provide good access to a range of services in an appropriate level of the settlement hierarchy.



Map 4.8 Additional Draft Allocation 8: North of Hemsby Road, Martham

ADA8 North of Hemsby Road, Martham



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4.9 ADA9 North of A149, Rollesby

Background

4.9.1 Rollesby is a relatively well serviced secondary village comprising two separate but socially linked hamlets by a footpath. Rollesby's services and facilities include a primary & nursery school, restaurant/takeaway, rural business park, a hair salon and a village hall. The settlement also benefits from bus services along the main road providing connections to larger settlements including Great Yarmouth and (in Broadland district) Acle.

Allocation Proposal

Policy ADA9

LAND OFF BACK LANE, ROLLESBY

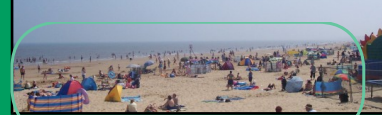
Land north of A149, Rollesby (0.84 hectares) as identified on the draft Policies Map is allocated for residential development of up to 20 dwellings. The site should be developed in accordance with the following site-specific criteria:

1. **Provision of safe and appropriate access to the satisfaction of the local highways authority including a new road to with appropriate footpaths to serve the future residents**
2. **Provide a mix of house types and sizes, including a minimum of 20% affordable dwellings, to reflect the needs and character of the local residential area;**
3. **Sewerage and surface water capacity upgrades required.**
4. **Appropriate landscaping treatment of the sites boundaries, and street lighting design will be required to limit the visual impact of the proposed development on the setting of Broads and on the wider landscape.**

Allocation Justification

4.9.2 The site is located north of the main road, with the main settlement lying adjacent to the south west. A primary school is situated to the west and the site is very close to bus services from the main road. Therefore with its close proximity to services and bus route the site would represent sustainable development of a small scale within a secondary village.

4.9.3 The site also balances growth between the tiers of settlement Hierarchy with a large number of allocations within the Main Towns, Key Service centers and Primary Villages. Whilst keeping the proportion of development in Secondary and Tertiary villages at 4%, which is generally in line with policy CS2 of the Core Strategy anticipating around 5% of new development to be allocated within the Secondary and Tertiary villages.



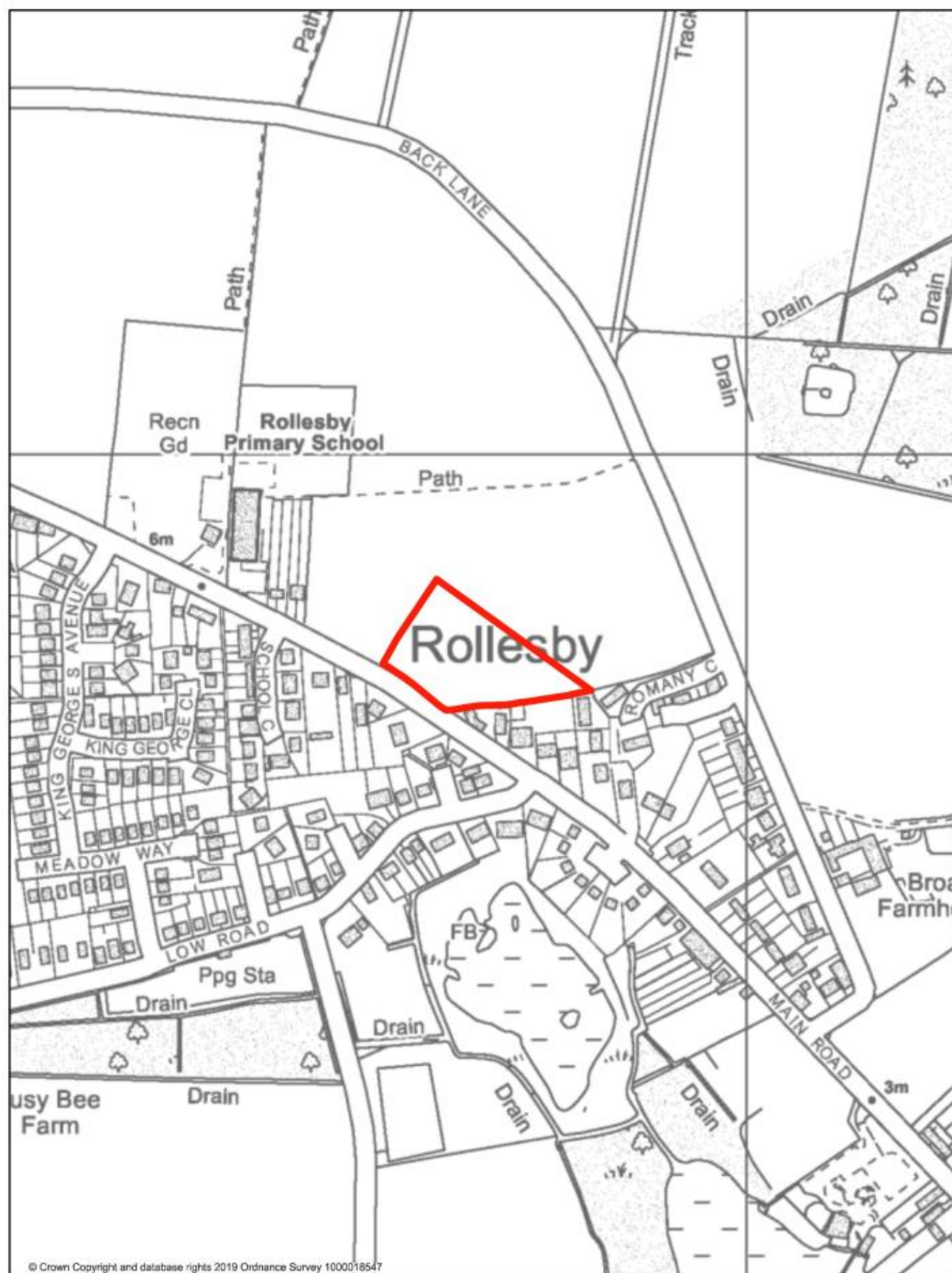
4.9.4 The site would also be appropriate within the context of Secondary villages with other more unconstrained villages within the hierarchy, such as Filby and Fleggburgh, receiving a significant numbers of permissions and completions there is little remaining housing need in those villages. Therefore this site would redress the balance of future growth within the Secondary villages whilst in a sustainable location.

4.9.5 The site is also in close proximity to the Broads Authority area, therefore as close to such a significant asset, appropriate landscaping would be required to mitigate any impact development could pose upon the area designated for its landscape and wildlife quality.

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Map 4.9 Additional Draft Allocation 9: North of A149, Rollesby

ADA9 North of A149, Rollesby



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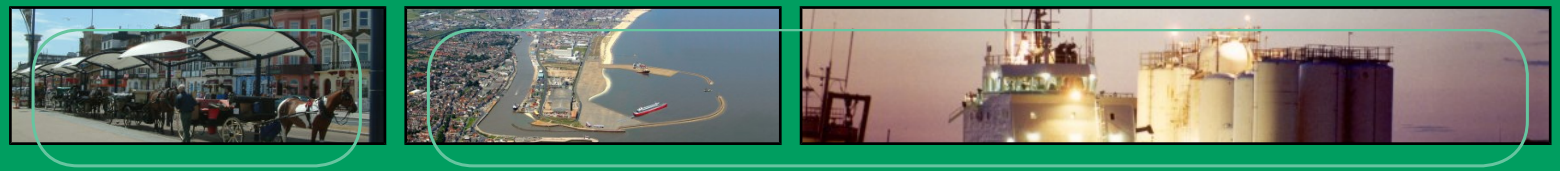


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5 Additional Draft Policies





5 Additional Draft Policies

5.0.1 The following chapter lists a further four Additional Draft Policies (ADPs) for inclusion in the Local Plan Part 2. These were considered necessary following review of the comments received during consultation on the emerging Local Plan Part 2 in August 2018.

5.1 ADP1 Neighbourhood Plan Area Housing Requirements

Policy Proposal

Policy ADP1

HOUSING REQUIREMENTS FOR NEIGHBOURHOOD PLAN AREAS

The following are the 'indicative housing requirements' for the designated neighbourhood areas, including those parts (where applicable) which lie within the designated Broads Area:

Settlement	Indicative housing allocation requirement
Rollesby	20
Hopton-on-Sea	40
Winterton-on-Sea	0
Hemsby	190
Fleggburgh	0
Filby	0

These indicative figures should be applied with a degree of flexibility. Significant reductions are unlikely to be acceptable because of the strategic need to contribute the above housing provision to the overall housing requirement and distribution of housing growth. Additional dwellings above this requirement may be allocated by neighbourhood plans where this is consistent with:

- the settlement size, provision of facilities and infrastructure (including road, pedestrian and cycle access);
- the conservation and enhancement of the landscape, heritage, environment and wildlife qualities of the area and its surroundings, with particular regard to formal designations of these (where applicable); and
- the proportion of overall planned Borough housing growth indicated for that tier of the settlement hierarchy by Policy CS2



Policy Justification

5.1.1 A neighbourhood plan is a formal plan and can be prepared by a local community (usually a parish council). It provides the opportunity to shape (but not prevent) development in the area. Once adopted a neighbourhood plan forms part of the development plan as the policies are used to help decide planning applications in the area.

5.1.2 A neighbourhood plan can allocate sites for development including housing. In accordance with paragraphs 65 and 66 of the NPPF, the above policy sets out the indicative housing requirement figures for the Borough's designated Neighbourhood Areas.

5.1.3 The indicative housing allocation requirement figures derive from the consideration of the Local Housing Need set out in Policy UCS3-dp, the distribution of housing growth in accordance with Policy CS2 and the constraints and opportunities within the settlement tiers, and the respective contributions to housing growth from housing completions, planning permissions, and projected windfall over the plan period within each settlement. The individual settlement contributions are set out in the below table.

Settlement	Housing Completions	Housing Permissions	Windfall Allowance	Indicative Housing Allocation Requirement
Primary Villages				
Winterton-on-Sea	35	7	11	0
Hopton-on-Sea	54	221	26	40
Hemsby	49	159	26	190
Secondary Villages				
Rollesby	6	17	10	20
Fleggburgh	34	25	11	0
Filby	28	26	11	0

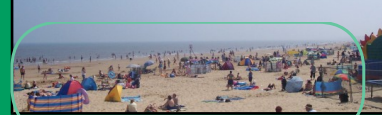
5.2 ADP3 King Street Enhancement Area

Policy Proposal

Policy ADP3

GREAT YARMOUTH KING STREET FRONTAGE

This section of King Street (as defined on the draft Policies Map), formerly within the Town Centre Area comprises many buildings of historic value in a variety of uses.



To preserve and enhance the historic assets and overall appeal of this area, the Council will:

- a. encourage the restoration and renovation of existing retail units;**
- b. support the residential conversion of buildings currently in retail use; and**
- c. in all development proposals, expect the historic character of the buildings to be enhanced (at the least maintained) by restoring/retaining attractive features of the building frontage that contribute to the heritage, local distinctiveness and general appearance of King Street.**

Policy Justification

5.2.1 This policy provides flexibility to regenerate this area over time towards a more residential offer whilst enhancing its historic qualities as a periphery to the town centre. Such enhancements can take place by retaining and restoring key building features of the facades, these could include (but should not be limited to): doors, windows, sills, arches, balconies, railings, and the continued use of original materials where they are still in place.

5.2.2 The Borough Council will ensure that the historic environment and variety of retail uses will continue to provide a strong 'sense of place' to King Street, which is a vital component in its regeneration. Accordingly, the policy supports the continued use of existing retail units in this area, particularly where there are opportunities to enhance buildings currently in a poor condition.

5.2.3 Restrictions to some types of 'permitted development' will apply in this area as the entire area covered by this policy lies within the adopted King Street Conservation Area with many of the buildings listed.



Map 5.1 Additional Draft Policy 3: King Street Frontage

ADP3 King Street Frontage

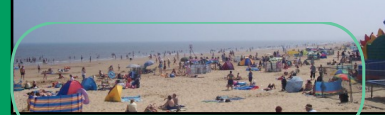


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5.3 ADP4 Telecommunications

Policy Proposal

Policy ADP4

TELECOMMUNICATIONS

New or improved telecommunications infrastructure will be encouraged and supported where:

- 1. The installation and any associated apparatus is sited and designed to minimise any unacceptable impact on visual and residential amenity, highway safety, the historic environment and the character and appearance of the area where it would be sited**
- 2. Any building-mounted installations would not have an unduly detrimental impact on the character of appearance of the building; and,**
- 3. It has been demonstrated that there are no reasonable opportunities for sharing a site, mast or facility with existing telecommunications infrastructure in the vicinity that would result in a greater visual impact**

The Council will continue to work with the telecommunication industry to maximise access to super-fast broadband, wireless hotspots and improved mobile coverage for all residents and businesses. In pursuance of this, new development proposals will be required to demonstrate either:

- i. The proposal will deliver the most viable high-speed broadband connection; or,**
- ii. Where fibre connections cannot be currently provided, infrastructure within the site should be designed to facilitate fibre installation in the future.**

For relevant development proposals, the Council may also require applicants to submit a Site Connectivity Plan setting out how the fibre connections will be connected to the site in a timely and efficient manner.

Policy Justification

5.3.1 This policy adds detail to the policies within the Core Strategy, Particularly CS6(k): 'Supporting the delivery of high speed broadband and communications technology to all parts of the Borough.

5.3.2 The policy also provides a framework for the future improvement of telecommunications particularly where fibre broadband cannot be provided currently seeking infrastructure to facilitate its future installation should be provided.



5.3.3 The Council also will continue to work closely with the telecommunication industry to improve access to high speed broadband alongside other partnerships such as through the Norfolk Strategic Planning Framework and Better Broadband for Norfolk.

5.3.4 The Council also acknowledge the impact of technology, particularly fibre & high speed broadband, to facilitate home-working. This, reducing the need to travel, also meets wider sustainability objectives outlined within both the Core Strategy and the Local Plan Part 2.

5.4 ADP5 Foul Drainage

Policy Proposal

Policy ADP5

FOUL DRAINAGE

In line with the aims of the water framework directive; Development proposals should demonstrate:

- 1. that adequate foul water treatment and disposal infrastructure already exists; or can that the necessary infrastructure can be provided in time to serve the proposed development.**
- 2. that no surface water connections should be made to the foul system and connections to the combined or surface water system should only be made in exceptional circumstances where there are no feasible alternatives (this applies to new development and redevelopments). Foul and surface water flows should also be separated where possible**
- 3. that suitable access is safeguarded for the maintenance of water resources and drainage infrastructure**

Proposals would also be supported where they support the aims of the water framework directive by improving the condition of the watercourses, including measures such as installing fish and eel passes where appropriate.

Policy Justification

5.4.1 All proposals in the Great Yarmouth Borough will be assessed and determined with regard to the management and mitigation against flood risk from all sources, The policy in conjunction with policies E7-dp and E9-dp adds further detail to policy CS12 and policies CS13. Adding detail particularly around foul water and surface water infrastructure and its current/ future provision from development proposals.

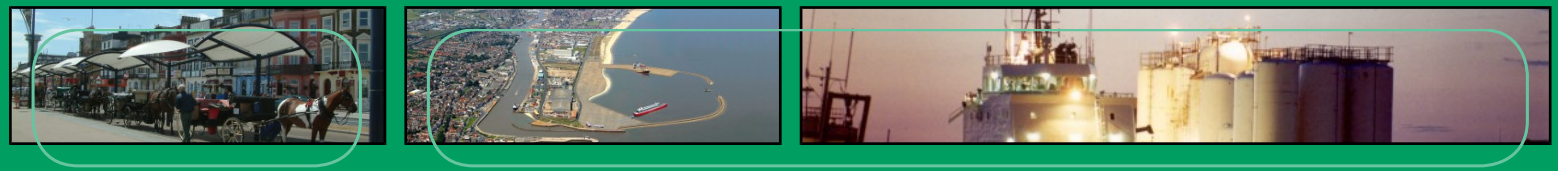
5.4.2 The policy also gives flexibility around the improvement of watercourses, incorporating measures which will improve the condition, whilst they must support the aims of the Water Framework Directive.

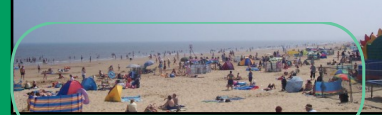


5.4.3 The council will also continue to seek the advice of the Statutory water bodies on site specific proposals (such as but not limited to; Anglian Water, Lead Local Flood Authority & the Environment Agency).

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6 Further Changes to Previous Draft Policies





6 Further Changes to Previous Draft Policies

6.0.1 Following review of the comments received during the previous Local Plan Part 2 consultation (August 2018), a number of policies have been 'significantly' amended in terms of their content or intention of the policy. The following chapter lists those changes to 'Previous Draft Policies' (PDPs), setting out the aims and justification for the amendments.

6.1 PDP1 Housing in Multiple Occupation

Policy Proposal

Policy PDP1

HOUSES IN MULTIPLE OCCUPATION

The provision of Houses in Multiple Occupation (including, but not limited to, those in use class C4 and related *sui generis* uses) will be permitted where these will support the well-being of their occupants and neighbours, and maintain and (where practicable) enhance the character and amenity of the locality.

New HMOs will not be permitted in the designated 'Seafront Area' and 'Back of Seafront Improvement Area' due to the need to protect the character and nature of these areas. New HMOs will also not be permitted in the designated 'Hall Quay Development Area' due to the desire for specific types of high-quality re-development here.

The concentration of HMOs in a local area must not significantly imbalance the current mix of housing types there (i.e. use class C1 hotels, guest houses and related types and use class C3 dwelling houses). In particular, any proposal that would result in the 'sandwiching' of a single residential or tourist accommodation property between two or more *sui generis* HMOs will not be acceptable.

For proposed *sui generis* uses, any proposal that would result in more than 20% of properties within 50 metres of the application site being *sui generis* HMOs (judged as being within 50m of the frontage of any part of the property, on either side of the road, including any side roads) will not be acceptable.

For all HMO proposals:

- i. There must be provision of adequate practical bin storage for the number of potential occupants out of sight from the street (e.g. within the curtilage to the rear of the property), or in covered bin storage within a frontage curtilage of a scale and of a design which maintains or improves the character and amenity of the area);
- ii. The daily functional uses must not unacceptably harm the amenity of adjoining and nearby residents through visual and/or noise intrusion, and/loss of privacy (see Policy G3-dp).



All applications for planning permission will need to state the number of rooms (bedrooms and shared living space), the space per room, and the number of people proposed to occupy each bedroom (which will normally only be one or two). The number and size of kitchens and bathrooms must also be stated in the application and must be adequate for the number of people proposed to be accommodated in the HMO.

Any HMO proposals will need to at least meet (but ideally exceed) the minimum room dimensions required to secure a licence from the Council's Environmental Services section under the Housing Act 2004 (or any amended or subsequent legislation), even in cases where a licence is not required.

The Borough Council will produce practical guidance for those considering converting premises to HMOs, which will clarify when planning permission, Environmental Health licensing and/or Building Regulations approval is required, and what the respective combined requirement for these means for each of the different types of HMO.

Policy Justification

6.1.1 Houses in Multiple Occupation (HMOs) are, for planning purposes, those properties being shared by three to six tenants who form two or more (separate) households and who share a kitchen, bathroom and/or toilet (use class C4). Those HMOs with seven or more tenants living there, comprising two or more separate households, are classed as a "large" HMO (which are classed as *sui generis*, rather than in use class C4). *(Note that the definition of a "large" HMO under the 2004 Housing Act is slightly different to the planning definition, needing to be five or more tenants, comprising two or more households, in a building at least three storeys high, with the sharing of key facilities.)*

6.1.2 The town of Great Yarmouth has been a popular tourist destination for over 100 years, and as a result many hotels, guest houses, boarding houses, bed-and-breakfasts and the like were built on the seafront and the roads close to the seafront. Although many are still operational and contribute hugely to the tourism offer of the Borough, changes to tourism patterns over the past 40 years or so have seen a decline in traditional bucket-and-spade holidays, with the result that there has been a reduction in the demand for such holiday accommodation. A number of such buildings, particularly but not exclusively located behind the main seafront, have been converted (either in whole or in part) into residential uses, mostly self-contained flats or HMOs.

6.1.3 Various national changes to the tax and benefits systems have also "encouraged" landlords to convert some smaller properties to HMOs elsewhere in the town and Borough, too. As a result, over recent decades, there have been a significant number of conversions to HMOs in the Borough, particularly in Great Yarmouth town itself. The pressure for conversions of existing guest houses, hotels etc and C3 dwellings to HMOs remains strong, as it can often be much more lucrative for a landlord to run an HMO than (say) a guest house.

6.1.4 HMOs undoubtedly play an important role in providing lower-cost accommodation in the Borough, and the Council is keen to ensure that where they are proposed (and present) they are of good standard. However, HMOs can sometimes have amenity impacts both on



their residents and on adjoining residents. The Council is therefore anxious to ensure that any new HMO proposals are appropriately located and designed, and that there is not an over-concentration of HMOs in any one area. Considerations such as parking provision, bin storage and general amenity will help to maintain the quality of the local environment for both existing and new residents, and relevant other Local Plan policies will need to be taken into account (such as CS9, G3-dp and I1-dp).

6.1.5 Changes to the General Permitted Development Order in 2010 enable standard residential houses (class C3) permitted development rights to convert to a class C4 HMO dwelling. Due to the existing numbers and concentration of HMOs in the borough, the Council adopted an 'Article 4' Direction in September 2012, covering the whole area of the Borough (excluding those falling within the Broads Authority). The effect of the Article 4 direction is to remove the permitted development rights for class C3 dwellings to convert to class C4 HMOs, and so means that all such proposals require express planning permission.

6.1.6 Whilst it is possible for both "small" (C4) and "large" (*sui generis*) HMOs to cause amenity impacts (if not planned and operated appropriately), the greater risk of unacceptable amenity impacts, and also impacts on the character of the area, tends to occur with new *sui generis* HMOs. At least some C4 HMOs may have no greater impact on amenity, character and parking (for example) than C3 dwellings, so a slightly less restrictive policy approach in terms of concentration is appropriate.

6.1.7 Having a 20% (*sui generis*) HMO limit on properties within 50m of any part of the curtilage of a proposed new *sui generis* HMO is considered to strike a pragmatic balance between:

- i. recognising the need for low-cost accommodation in the Borough, and that conversion to an HMO can sometimes be the most cost-effective way of keeping, or returning a vacant, building to active use;
- ii. the amenity and/or character impacts that can sometimes occur with HMOs; and
- iii. being fairly straightforward to calculate and measure on the ground.

6.1.8 Even if only a small part of an existing HMO's curtilage is within 50m of a proposed new *sui generis* HMO, this will be taken into account in assessing the 20% limit. In calculating this percentage, the Council will count HMOs which: i) have an extant planning permission for such *sui generis* use; or ii) have a Certificate of Lawfulness for such use; and/or iii) have a Housing Act licence for "large" HMO use. Any evidence that another property in the vicinity may be in use as a *sui generis*/"large" HMO without the necessary permission and licence (a not uncommon scenario) – for example, that an enforcement notice has been served – may also need to be taken into account. For the avoidance of doubt, any authorised C4 HMOs will **not** be counted in the 20% limit.

6.1.9 For some limited areas of the Borough, further HMOs would undermine the particular plan proposals for them. The 'Great Yarmouth Seafront Area' (see Policy GY7-dp) is still dominated by hotels, guest houses, restaurants, amusement arcades, tourist attractions etc, and the conversion of any buildings there to HMOs would risk diluting the overall character and tourism 'offer' of the Golden Mile. No new HMOs (whether C4 or *sui generis*) will therefore be permitted there. The 'Back of the Seafront Area' (see Policy GY8-dp) has been, and remains, under significant pressure for new HMOs – many such conversions have taken place over recent decades. Where former guest houses etc are being considered for



alternative uses, the Council will prefer changes from holiday use to normal C3 dwelling houses and business premises rather than new HMOs, to try to develop a different character to the area. The designated 'Hall Quay Development Area' (see Policy GY3-dp) is proposed for specific types of high-quality re-development, reflecting the historic character, sensitivities and leisure potential of the area. As such, new HMOs will not be permitted there. For fuller information on these areas, please see the relevant Local Plan policies.

6.1.10 Most, but not all, HMOs require a licence from the Council's Environmental Services department to operate lawfully (see the Environmental Services website [here](#) for details of the licencing process and standards required) and for some conversions and all new builds, Building Regulations standards will also need to be complied with. Licencing is a legally separate process from planning permission – there will be some circumstances where planning permission is required but a licence is not required, some occasions where a licence is required but not planning permission, but in most cases both planning permission and a licence will be needed.

6.1.11 Whilst the licencing and Building Regulations regimes cover the adequacy (or otherwise) of HMO kitchens and bathrooms, as stated above, there may be cases where planning permission is being applied for in the absence of a licence. Inadequate bathroom and/or kitchen space and facilities (particularly) in some proposed/existing HMOs is a significant issue in the Borough. It is therefore imperative that this information is provided in any application so that a judgement in planning terms can be made as to whether the living conditions would be acceptable in facilities and amenities terms.

6.1.12 A minimum of two bathrooms and two kitchens for a *sui generis* HMO and a minimum ratio of one kitchen and one bathroom for every six occupants for HMOs with more than 12 bedrooms will be expected. This ratio ensures that the provisions reflect the standards of C4 HMOs considered through permitted development to merit the permitted change from C3. However, the size and usability of kitchens and bathrooms must also be taken into account in considering the appropriateness.

6.1.13 The respective requirements for planning permission and Environmental Health licensing for HMOs are therefore complex, not fully consistent with one another and can be difficult to understand. This can lead to confusion and uncertainty, sometimes resulting in inadvertent non-compliance with legislative and/or planning requirements and planning and licencing enforcement challenges for the Council. In order to help mitigate these problems, the Council will produce simple integrated guidance which will make it easier for all to understand the specific requirements for particular types of HMO property when both sets of requirements (where applicable) are combined.

6.1.14 It is strongly recommended that prospective HMO applicants seek pre-application and pre-licencing advice from the Council before progressing schemes. It is recommended that all applicants apply for planning permission before making a licence application, as there may be elements of any planning permission which would need to be reflected in the consideration/contents of a licence.

6.1.15 In order to prevent 'doubling up' (two or more people living permanently in a HMO room only of sufficient size for a single resident, and so on for larger rooms – which is known to occur in the Borough), a condition will be appended to a planning permission restricting the number of occupants who can permanently reside in each room.



6.2 PDP2 Amendment of Great Yarmouth Town Centre Boundary

Policy Proposal

Policy PDP2

AMENDMENT OF GREAT YARMOUTH TOWN CENTRE BOUNDARY

The draft Policies Map is amended by the re-alignment of the Great Yarmouth Town Centre Boundary

Policy Justification

6.2.1 The decline in high street retailing is a national (and international) phenomenon however Great Yarmouth is among some of the towns hardest hit by these changes, with high vacancy rates (above the national average) and declining footfall. It has become increasingly necessary to positively manage the shift away from purely town centre retailing by reducing the amount of retail floorspace, whilst at the same time recognising that the vitality of the town centre remains important for a range of uses and services, and to community identity. Defining an appropriate town centre boundary for Great Yarmouth in that context is a challenge, given the uncertainties, policy complexities and perceptions/expectations involved.

6.2.2 An amendment to the Great Yarmouth Town Centre Boundary (as currently designated in the Core Strategy) was previously proposed through the Local Plan Part 2 consultation in August 2018. This amendment proposed an extension of the town centre boundary in order to fully accommodate The Conge and Hall Quay areas of the town within the town centre boundary. This was considered appropriate at the time to reflect the policy aspirations of these areas i.e. allowing greater flexibility to permit more 'town centre' types uses within these areas.

6.2.3 Taking into consideration received feedback from the previous consultation, it is no longer considered necessary to extend the town centre boundary in order to accommodate both Hall Quay and The Conge as their own proposed allocation for town centre uses (via draft policies GY3-dp and GY4-dp) in an up to date plan would necessarily allow such proposals to come forward without the need to undertake either sequential or impact testing.

6.2.4 It is proposed that the areas designated on the draft Policies Map for Hall Quay (GY3-dp) and The Conge (GY4-dp) are removed from the Great Yarmouth Town Centre Boundary. By removing these two areas a much more focused town centre boundary can be proposed and concentrated on the main retail circuit e.g. the Market Place, Market Gates, Market Row, Broad Row, Regent Street (west) and King Street (north), reflecting the traditional shopping areas of Great Yarmouth. This proposed Great Yarmouth Town Centre Boundary has been illustrated in **red** on Map 6.1.

6.2.5 It is also proposed that King Street (south), running between St Georges Theatre and Nottingham Way, be removed from the existing Great Yarmouth Town Centre Boundary. Over the past 10 years the 'natural' contraction of the town centre has been most apparent

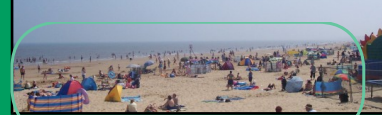


here, with many retail of the retail units being either converted out of traditional shopping uses or remaining vacant. An additional draft policy (ADA3) has been included as part of this consultation to help manage the ongoing transition of this area out of 'traditional shopping' uses whilst seeking to retain the street's strong sense of place and character.

6.2.6 For the purposes of applying the sequential and impact tests for new retail proposals, a smaller town centre boundary also reduces the risk of further retail development sites coming forward elsewhere in the town area (which might be a considerable distance away from the main retail circuit) without due regard to their impacts on existing, committed and planned investments, further undermining the vitality and viability of Great Yarmouth town centre.

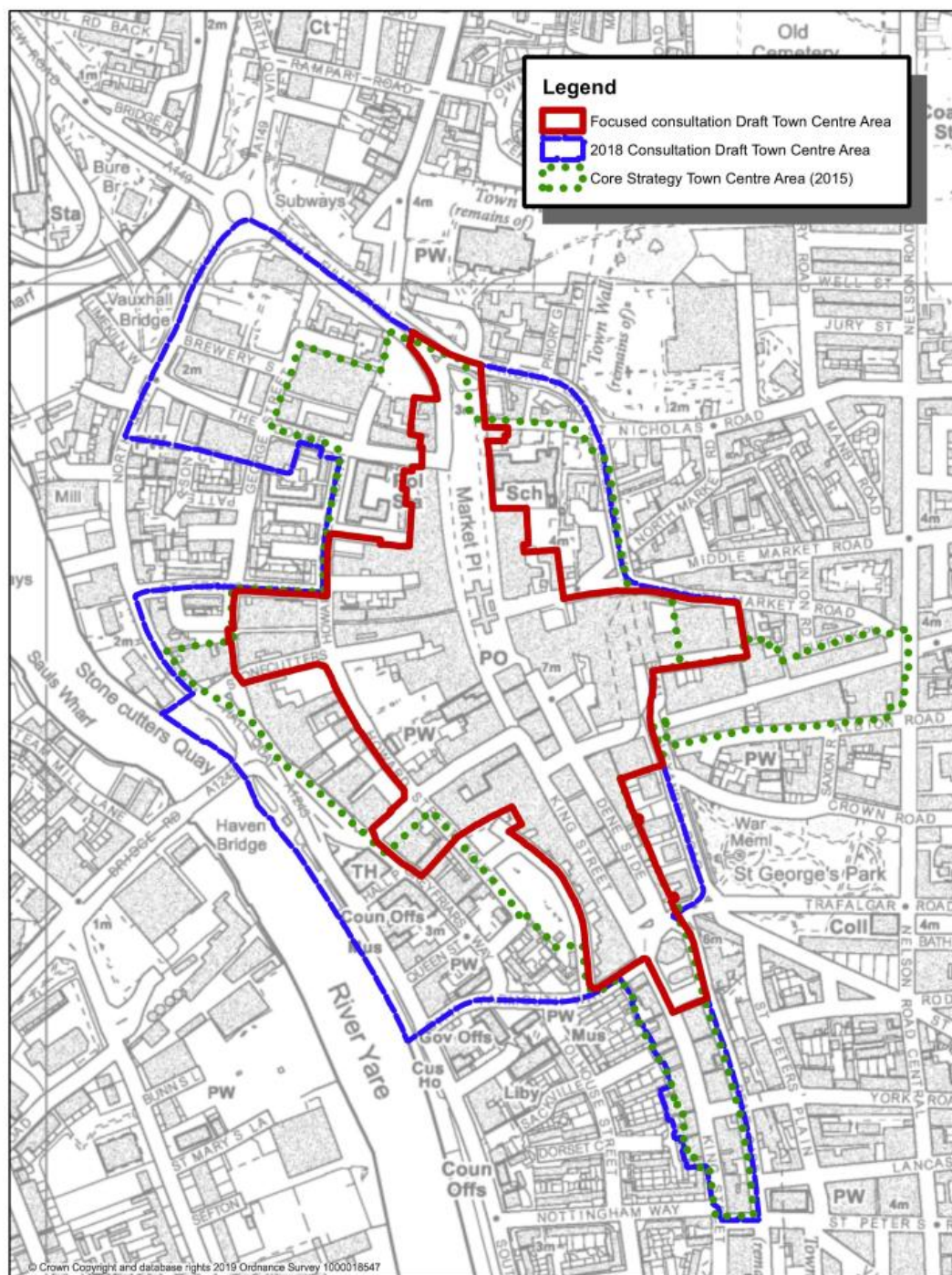
6.2.7 The Council is also in the process of seeking to amend its existing retail allocation requirement which was laid down in Policy CS7 of the Core Strategy. This retail requirement was adopted in 2015 but based upon the Council's 2011 Retail and Leisure Study and is no longer considered reflective of the current retail environment and could lead to the existing unmet policy requirement being deliberately used to support out of town centre development.

6.2.8 A refresh of the retail floorspace capacity model will be undertaken during the summer and is anticipated to significantly reduce the amount of new retail floorspace need to 2030. Subject to the outcome of this exercise, a further focused consultation may be undertaken later in 2019 to seek views on an amendment to Core Policy CS7.



Map 6.1 Previous Draft Policy 2: Amendment of Great Yarmouth Town Centre Boundary

PDP2 Great Yarmouth Town Centre Boundary



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6.3 PDP3 Amended GY2 Market Gates Shopping Centre

Policy Proposal

Policy PDP3

MARKET GATES SHOPPING CENTRE

Land at Market Gates Shopping Centre, as identified on the draft Policies Map, is allocated for mixed town centre uses including retail and leisure.

To maintain core retail frontages within Market Gates, any new proposals which provide frontage to the Market Gates entrance; or, provide frontage along the principal shopping corridor between Market Place and Regent Road; will be determined against the plan's 'Protected Shopping Frontage' policy (R2-dp).

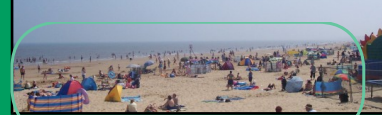
Policy Justification

6.3.1 During the previous draft plan consultation, Policy GY2-dp proposed to allocate the Market Gates multi-storey car park for a mix of retail and leisure uses to enable a potential new cinema operator and associated leisure facilities to locate within the town centre. Draft Policy GY2-dp did not include the remainder of the Market Gates Shopping Centre complex i.e. the core shopping area, which was instead designated within another former draft policy 'GY5-dp' (King Street/Regent Street Development Area). This intended to identify a much broader 'area of search' in which to locate a new leisure-based anchor development into the town.

6.3.2 Draft policy 'GY5-dp' has been subsequently deleted from the proposed plan due to the limited interest to locate a new cinema or major leisure operator within the King Street area of the town. This is explained in greater detail in draft Policy PDP4. Furthermore, draft policy PDP2 proposes to shrink the town centre boundary thereby removing this general area from being within the designated town centre.

6.3.3 The Market Gates Shopping Centre complex remains as the Council's preferred location for a new leisure-based anchor (such as a new town centre cinema) therefore the draft policy above has been amended to allocate all of the Market Gates Shopping Centre complex for retail and leisure uses. This allows the shopping centre greater flexibility to respond and diversify to rapid changes in the retail and leisure industry, and is consistent with national policy. New retail and leisure uses here would also be considered as complementing existing and surrounding uses and helping to strengthen the mixed use functions of the town centre.

6.3.4 Whilst the (above) proposed allocation policy has been amended to allow greater flexibility, it remains necessary to retain, where possible, certain areas within the Market Gates Shopping Centre for core A1 shopping uses. Market Gates is the premier covered shopping facility in borough, highly visible from, and connected to, the Market Place, and performs a key anchor role for the town centre. It is likely that the viability and vitality of the town centre would be significantly undermined should these highly prominent shopping

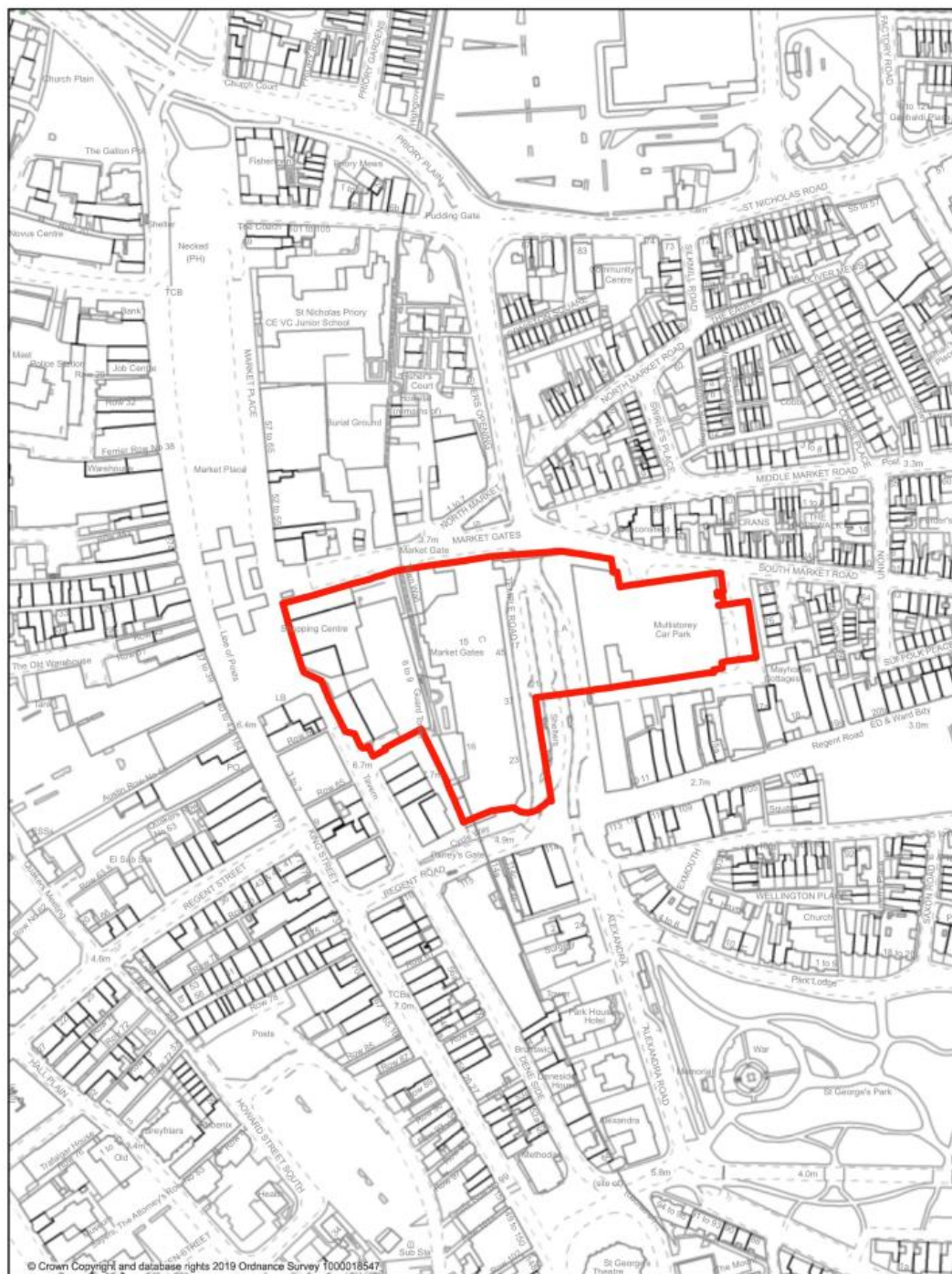


centre units, which provide active frontage to Market Gates (and by extension, to Market Place); and those which contribute significantly to the functioning of the town's main 'shopping circuit' be taken out of core retail uses.

6.3.5 To ensure that the Market Gates Shopping Centre retains some focus on core retail uses, it is proposed that where new proposals come forward on any units which either provide frontage to the main shopping centre entrance off the Market Place, or on those units which provide frontage along the principal internal shopping corridor between Market Place and Regent Road, such proposals would be determined against the Council's proposed 'Protected Shopping Frontage' policy. This policy does not necessarily preclude other retail uses e.g. food & beverage proposals from being allowed, but seeks to maintain a principal focus upon core A1 shopping uses.

Map 6.2 Proposed Draft Policy 3: Market Gates Shopping Centre

PDP3 Market Gates Shopping Centre



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6.4 PDP4 Removal of GY5 King Street Development Area

Policy Proposal

Policy PDP

King Street/Regent Street Development Area

~~Redevelopment of the area around the King Street/Regent Street junction area, as identified on the Policies map, will be promoted to achieve a leisure-based anchor development for the town centre.~~

~~A Supplementary Planning Document will be prepared to detail proposals and guide the process of implementation.~~

Policy Justification

6.4.1 Policy GY5-dp was included in the previous draft plan to identify an area within the town centre where a new leisure-type anchor development could be located, and guided by the preparation of a future Supplementary Planning Document (SPD). This area was identified in the Great Yarmouth Town Centre Masterplan (May, 2017) as a broadly suitable location to complement the existing retail offer and promote the evening economy in the town.

6.4.2 In the time since the draft plan was consulted, the intended policy approach to this area of King Street has changed in light of the proposed contraction of Great Yarmouth Town Centre Boundary (Policy PDP2) which removes this area of King Street from the defined 'town centre'; the proposed widening of uses allocated at Market Gates Shopping Centre (Policy PDP3); which is considered better placed to deliver the type and scale of new leisure uses proposed for the town centre; and, the focus on encouraging complementary new food and beverage uses in Hall Quay (Policy GY3-dp).

6.4.3 Though it is proposed to remove this area of King Street from being within the 'defined town centre', it's transition from a largely retail to residential led area is being necessarily managed by Policy ADP3 (King Street Frontage) to provide guidance to existing and proposed uses, particularly where there are opportunities to enhance historic buildings currently in a poor condition.



6.5 PDP5 Removal of GN4 Hospital Aircraft Landing Area

Policy Proposal

Policy PDP5

HOSPITAL AIRCRAFT LANDING AREA

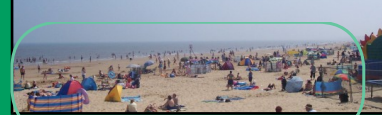
~~Land west of James Paget Hospital, as indicated on the Policies Map, will be maintained as open space for the landing and take-off of emergency response aircraft in connection with the hospital, and for recreational use.~~

Policy Justification

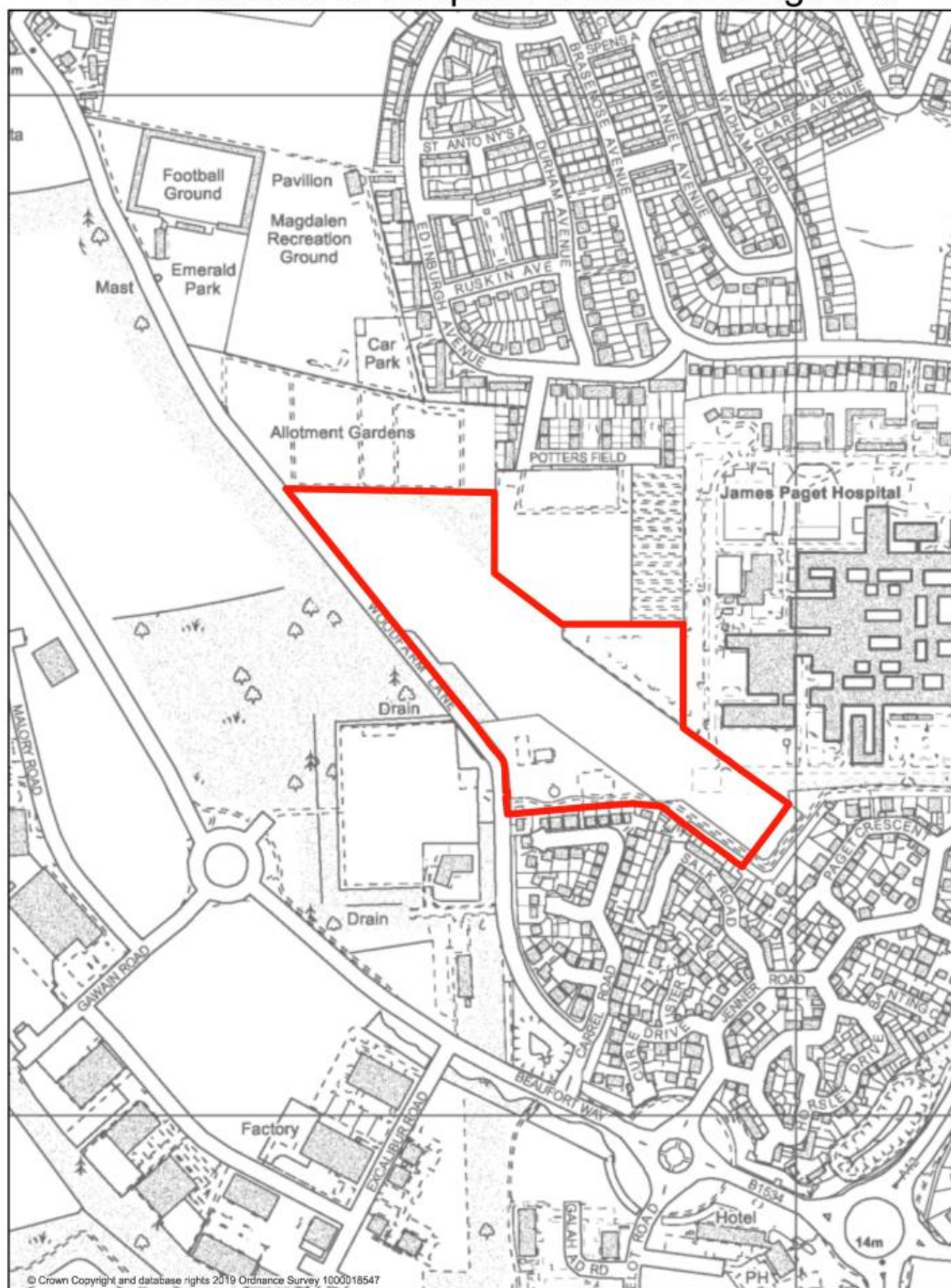
Policy GN3-dp was included in the previous draft plan to continue safeguarding an area of open space to the south-west of the hospital which enables emergency response aircraft to land and take-off close to the facility.

6.5.1 Since previous consultation on the draft plan, the James Paget University Hospital have acknowledged that the amount of land necessary for this purpose has been significantly reduced due to aviation advancements and revised safety standards. Given that the area is no longer operationally required by the hospital and in the ownership of the Borough Council, it is no longer considered necessary to safeguard the area, therefore it is proposed to delete the policy and allocation.

6.5.2 The proposed change has been reflected on the updated Gorleston policies map.



PDP5 Deletion of Hospital Aircraft Landing Area



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6.6 PDP6 Amended BL1 Beacon Park District Centre

Policy Proposal

Policy PDP6

BEACON PARK DISTRICT CENTRE

The Town and District Centres are defined on the draft Policies Map.

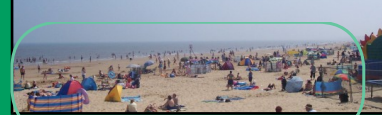
At the Beacon Park District Centre the focus will be encouraging uses which support the day to day retail and community needs for the residents of the Beacon Park growth area.

A. This will be principally facilitated by:

- 1. Supporting a retail-led scheme of approximately 3.5 hectares within the defined Beacon Park District Centre boundary, to provide:**
 - i. a retail food superstore**
 - ii. a petrol filling station**
 - iii. other complementary uses ancillary to the above**
- 2. Supporting the following wider uses on approximately 3.8 hectares within the defined Beacon Park District Centre boundary to support more generally the vitality and viability of the new District Centre:**
 - **Retail (particularly food and beverage);**
 - **Car showrooms;**
 - **Social & healthcare facilities;**
 - **Educational facilities;**
 - **Leisure/art and cultural uses.**

B. The following development principles will be sought in the proposed planning and layout of the Beacon Park District Centre:

- i. New retail food and beverage uses, petrol filling stations and car showrooms should be positioned with clear visibility and proximity from Beaufort Way;**



- ii. **Structural landscaping should be provided along the north-western perimeter of the site;**
 - iii. **The overall design layout should not have a harmful impact upon residential amenity, traffic or the environment that could not be overcome by the imposition of conditions.**
- C. **The Borough Council will continue to liaise with Norfolk County Council and the James Paget University Hospital to bring forward an appropriate access solution to enable a direct connection between the district centre and hospital.**

Policy Justification

6.6.1 During the previous consultation, draft policy BL1-dp proposed to allocate an area of land between Beaufort Way and Woodfarm Lane for a new district centre. The identification of a new district centre is referred to in Policy CS18(g) of the Core Strategy which seeks to provide 'new community, retail and health facilities to meet the day to day needs of new and existing residents and improve, where possible, existing facilities in Bradwell and Gorleston'.

6.6.2 The previously proposed allocation area was identified around land that had been granted planning consent for a new major foodstore and minor ancillary retail units including a petrol filling station. Since consultation on the draft plan the planning consent has lapsed, although there remains continued interest in providing a new foodstore within this general location.

6.6.3 The proposed allocation policy has therefore been amended to enable greater flexibility in the format, type and scale of a potential new foodstore coming forward. The size of the allocation has also been enlarged from that which was previously consulted to better reflect the extent of land in the Council's ownership and to encourage the location of a greater range of ancillary facilities that may support the viability and vitality of the Beacon Park District Centre, thus helping to reduce the need and length for residents and workers to travel for general day to day facilities.

6.6.4 It is necessary to allow a degree of flexibility in the site design to accommodate the anticipated layout and positioning of the proposed uses within the district centre, particularly in relation to likely access and goods and servicing requirements. Proposed uses such as car showrooms, petrol filling stations or retail food and beverage e.g. pubs and restaurants would likely require clear visibility and proximity from the main highway and thus will be encouraged near to Beaufort Way or the access spur from the Beaufort Way roundabout.

6.6.5 New residential development is planned beyond the north-western boundary of the proposed district centre, therefore structural landscaping should be provided along this perimeter boundary to provide a softer edge to the development and help reduce the likely impact of the planned commercial uses upon the amenities of future residents to the north.



6.6.6 The James Paget University Hospital is a major employment base but has poor pedestrian access to nearby facilities and services and would benefit from an improved connection to the proposed district centre. A desire line between the hospital and the district centre exists across an area of open land that is currently safeguarded as a landing and take-off area for emergency aircraft accessing the hospital.

6.6.7 The James Paget University Hospital have confirmed that this area of land is no longer needed for this purpose and this plan proposes to remove its safeguarded designation (see draft Policy PDP5), which may allow an enhanced pedestrian connection to be realised. The Borough Council will continue to liaise with the highways authority and the James Paget University Hospital to seek to bring forward this aspiration.



Map 6.4 Previous Draft Policy 6: Beacon Park District Centre

PDP6 Beacon Park District Centre



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6.7 PDP7 Removal of Runham allocations RM1 & RM2

Allocation Proposals

Policy

LAND NORTH OF THE STREET, RUNHAM (western element)

~~Land north of The Street (0.5 ha) as identified on the Policies Map is allocated for residential development of 5 dwellings. The site should be developed in accordance with the following site specific criteria:~~

- ~~1. Provision of safe and appropriate access to be taken off of The Street, to the satisfaction of the local highways authority~~
- ~~2. Provision of a new bowling green on adjacent land to the east (see Policy RM2-dp)~~
- ~~3. Submission of an archaeological field evidence prior to the development, in accordance with paragraph 128 of the NPPF~~
- ~~4. The layout and design of the site should reflect the rural character of settlement as a Broads village~~

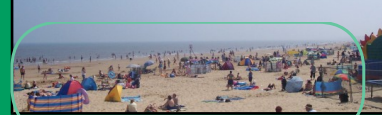
Policy PDP7

Land north of The Street, Runham (eastern element)

~~Land North of The Street (0.48ha), as indicated on the Policies Map, is allocated for use as a bowling green.~~

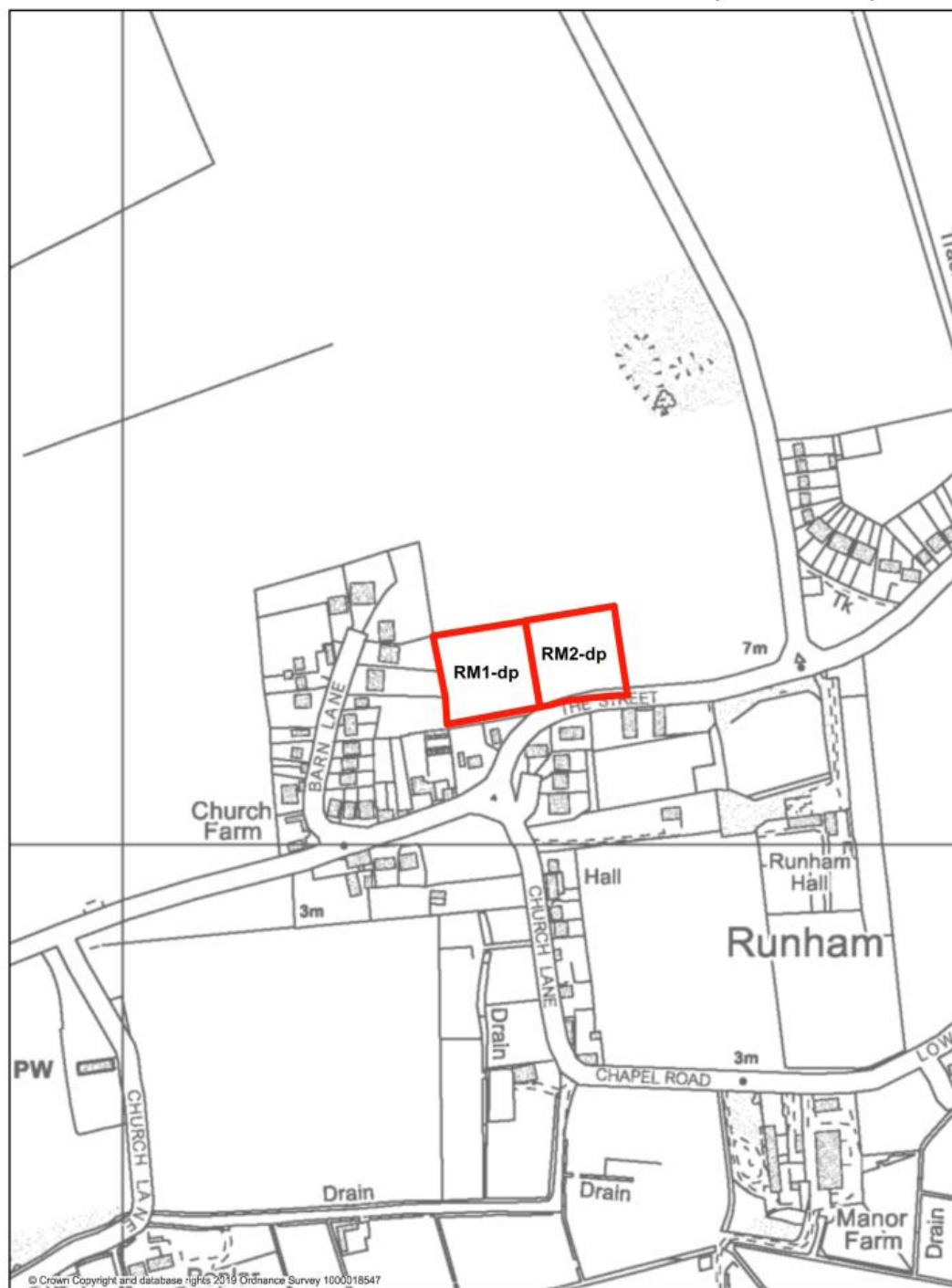
Allocation Justification

6.7.1 One of the main reasons for allocating these sites in the LPP2 was to meet the proposed NPPF requirement to ensure that 20% of sites allocated are 'small sites'. At the time, only few small sites within the Borough were considered appropriate, with the Runham sites considered the best (or least worst) of the sites available to meet the Government's new requirement. The recently-updated NPPF (in February 2019) removed the small sites requirement. Therefore, the main rationale for allocating these sites no longer exists. In addition, a site in Rollesby has come forward (a higher order settlement) and with better access to local services to contribute to housing provision for secondary and tertiary villages.



Map 6.5 Previous Draft Policy 7: Deletion of Runham Allocations

PDP7 Deletion of Runham Allocations RM1-dp & RM2-dp



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6.8 PDP8 Additional Strategic Gap

Policy Proposal

Policy PDP8

Strategic gaps between settlements

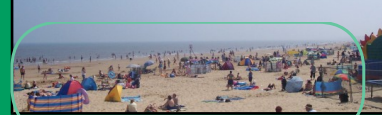
The gaps between the following settlements, as identified on the draft Policies Map, will be protected from development which significantly reduces either the physical size of the gaps themselves, their general openness or, where relevant, their rural character:

- Great Yarmouth and Caister-on-Sea
- Bradwell and Belton
- Gorleston-on-Sea and Hopton-on-Sea
- Caister-on-Sea and Ormesby St Margaret
- Hopton-on-Sea & Corton (East Suffolk Local Planning Authority Area)

Policy Justification

6.8.1 This policy amends the previous draft Strategic Gap policy (G2-dp) that was consulted on in August-September 2018 to include reference to maintaining a strategic gap between Hopton-on-Sea and Corton. The remainder of the draft policy remains unchanged from the 2018 consultation version.

6.8.2 There is a desirability in maintaining a clear separation between Hopton-on-Sea and Corton (within East Suffolk and where significant development is planned). Although most of the potentially affected area between the settlements is outside the Borough of Great Yarmouth i.e. within East Suffolk, the proposed application of this policy would ensure a consistent alignment with East Suffolk Council's approach (in their adopted Waveney Local Plan) to reduce the risk of future coalescence between the settlements of Hopton-on-Sea and Corton.



Map 6.6 Previous Draft Policy 8: Additional Strategic Gap

PDP8 Additional Strategic Gap



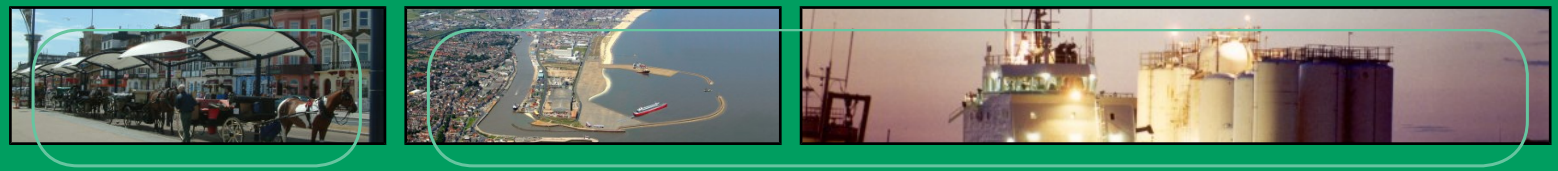
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A Appendix A Alternative 'new' sites





A Appendix A Alternative 'new' sites

A.0.1 During the Regulation 18 draft plan consultation Great Yarmouth Borough Council invited responses from both site owners/ promoters for further information on existing sites, regardless of their status within the plan, as well as proposals for any new sites for consideration for their inclusion within the plan.

A.0.2 Appendix A covers the alternative new sites which were proposed to the Council through the draft plan consultation and any sites previously proposed with amended boundaries. Any sites which were previously submitted have been revised or where further information has been submitted, but have not had the site boundaries amended, have been reassessed within the sustainability appraisal where evidence demonstrated a change in this assessment was necessary.