

GREAT YARMOUTH

LOCAL PLAN PART 2



**GREAT
YARMOUTH**
BOROUGH COUNCIL

Final Draft Plan | February 2020
Regulation 19
Representation Period
XX to XX 2020



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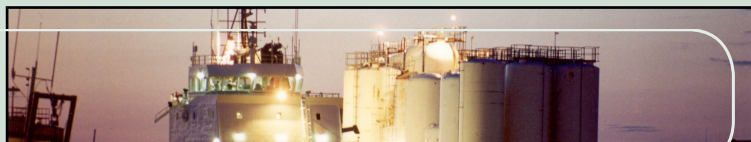
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Introduction





Introduction

About this Document

What is this document?

This is the Final Draft of the Local Plan Part 2. It has been published under Regulation 19 of the Town and Country Planning (Local Planning) Regulations 2012 (as amended).

Making a representation

Please submit representations using the on-line Representation Form. Representations on soundness and legal compliance of the Final Draft Plan can be made between **<INSERT DATES>**. Following this, the Council will submit the Local Plan to the Secretary of State for independent examination.

Examination

A Planning Inspector appointed by the Secretary of State will consider all representations made on the Final Draft Plan, and will hold a public hearing. If you wish to appear at the hearing and take part in the examination, you must first make written representations on the plan during the above period and request to participate at the public hearing. Hearings will take the format of an informal round table exploration of issues.

Inspector's Report and Adoption

Following the hearings, the Inspector will publish a report which will set out if the Plan is 'Sound' or 'Unsound'. Subject to the Inspector's Report, the Council will formally adopt the Local Plan. On adoption, the Local Plan will replace all of the remaining saved policies of the Borough-Wide Local Plan (2001).

What is Soundness?

The National Planning Policy Framework sets out the tests of soundness which a Local Plan must pass. These are:

- Positively prepared – the Plan should be prepared based on a positive strategy which seeks to meet objectively assessed needs and is informed by agreements with other authorities so that unmet requirements from neighbouring authorities are accommodated where practical and consistent with achieving sustainable development.
- Justified – the Plan should be an appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.
- Effective – the Plan should be deliverable over its period and based on effective joint working on cross-boundary strategic matters as evidenced by the Statement of Common Ground
- Consistent with national policy – the Plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

Representations on the Final Draft Plan should indicate what test of soundness they relate to and whether they consider the plan to be sound or not.



Introduction

The Local Plan sets out the level of growth which needs to be planned for in the Borough, where that growth should be located and how it should be delivered. It also sets out the planning policies which the Council will use in determining planning applications.

The Great Yarmouth Local Plan covers the period 2013-2030

The Great Yarmouth Local Plan is split into two Parts. The Core Strategy (Local Plan Part 1) was adopted in December 2015 and sets out strategic policies governing how development should be planned in the Borough. It sets out the overall level of growth and the distribution of growth. It also includes policies to secure regeneration, deliver housing of all types and tenures, support the local economy and protect and enhance the natural, built and historic environment. Part 1 also includes two strategic site allocations for development.

Part 2 of the Local Plan builds upon and supplements the policies within the Core Strategy and adds detail to them. Given the timescales passed since the adoption of the Core Strategy, this plan includes some amendments to policies within the Core Strategy, principally around housing and retail requirements. Part 2 also identifies specific sites for allocation for different uses.

The Local Plan Part 2 includes both Strategic and Non-Strategic Policies. Neighbourhood Plans have to be in general conformity with Strategic Policies of the Local Plan.

Sustainability Appraisal

Sustainability Appraisal is an iterative process which must be carried out during the preparation of a Local Plan. Its purpose is to promote sustainable development by assessing the extent to which the emerging Plan, when considered against alternatives, will help to achieve relevant environmental, economic and social objectives. A sustainability appraisal has been undertaken on all the different policy options and site options considered during the preparation of the Local Plan Part 2. The sustainability appraisal also considers the cumulative effect of the Local Plan Part 2 on sustainability objectives together with the Core Strategy.

Duty to Cooperate

The duty to cooperate is a legal duty on local planning authorities, county councils and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.

Great Yarmouth Borough Council has engaged constructively with all partners during the preparation of the Local Plan Part 2. Principally this has been through the preparation of the Norfolk Strategic Planning Framework which constitutes a Statement of Common Ground for the Norfolk authorities.

Great Yarmouth Borough Council has also engaged constructively with East Suffolk Council where there are strong links with the north of the district. The Waveney Local Plan which covers the northern part of East Suffolk sets out plans to meet the objectively assessed needs for its area. Therefore, there is no need for Great Yarmouth to meet any need arising from East Suffolk in this Local Plan.



Great Yarmouth constitutes its own housing market area and functional economic area and the Local Plan as a whole meets objectively assessed needs for housing and economic development.

In terms of infrastructure provision, the Council has worked constructively with infrastructure providers such as the health sector and Norfolk County Council. This engagement will be ongoing during the implementation of the Local Plan.

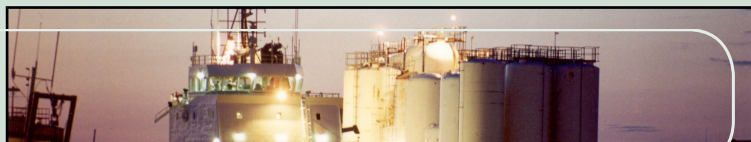
A Statement of Common Ground has also been prepared between coastal districts in Norfolk and Suffolk with respect to coastal management.

The Council has also engaged with the Marine Management Organisation, both in the preparation of this Local Plan and in production of the East Inshore and East Offshore Marine Plans. The Local Plan is considered to be consistent and complementary to the Marine Plans.

Early Review of the Local Plan

This plan document completes the current Local Plan, which has a plan period of 2013-2030. The National Planning Policy Framework states that Local Plans should be reviewed every five years and updated as necessary. The Core Strategy was adopted in December 2015 and therefore will need to be reviewed in December 2020. The Part 2 plan anticipates this and makes some changes to key policies in the Core Strategy to ensure they are up to date. However, a full review of the Core Strategy was not considered appropriate as this would likely delay the introduction of site allocations which are essential to meet housing need now. Therefore, it is proposed to commence a full review of the Core Strategy and this plan immediately following the adoption of this plan. In accordance with national policy the plan review will cover a 15 year period.

Strategic Policies





Amendments to Core Strategy

Amendments to the Core Strategy

1.1 The intent of the Local Plan Part 2 is to supplement and deliver the Core Strategy (Local Plan Part 1). However, given the passage of time since the Core Strategy was adopted it has become necessary to make a small number of amendments to the Core Strategy to reflect changes in national planning policy and latest available evidence. These changes are not considered to change the fundamental thrust of the Core Strategy or the key relationships between its different elements.

Adjustment to Core Strategy housing target

Policy UCS3: Adjustment to Core Strategy housing target

Core Strategy Policy CS3a) is amended to read:

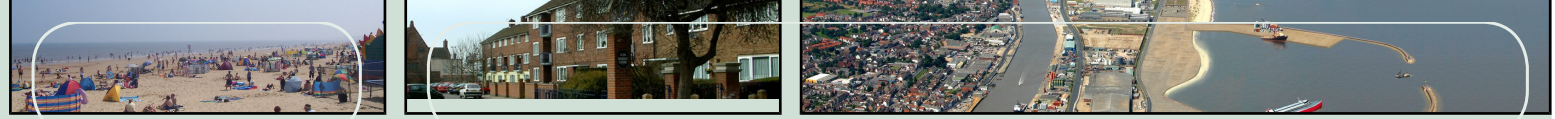
"Make provision for at least ~~7,140~~ 5,303 new homes over the plan period..."

Policy Justification and Supporting Text

1.2 Policy CS3 of the Core Strategy set a housing target of 7,140 homes to be built up to 2030. However, in July 2018 the Government updated the National Planning Policy Framework and National Planning Practice Guidance to introduce a standardised method of calculating housing requirements known as 'local housing need'. The details of this method are set out in [National Planning Practice Guidance](#). The local housing need is now expected to be the default approach to determining minimum housing requirements unless exceptional circumstances justify an alternative approach. The Framework also requires plans to be revised quickly to take into account changes in the new Framework including the introduction of the 'local housing need'. It also makes clear that where housing requirements in Local Plans are more than five years old the 'local housing need' calculated using the new standard method should be used for assessing and maintaining supply. The above policy therefore amends the original Core Strategy housing target to the 'local housing need' requirement calculated by the new standard method.

1.3 This new standard method significantly reduces the housing need within the Borough from 7,140 to 5,303 homes (this is the sum of housing completions taken between years 2013/14 to 2018/19, + 11 years of the annual minimum local housing need at 363). Having accounted for the housing delivered between 2013 and 2019, the remaining housing requirement to 2030 is 3,993 dwellings (363 dwellings per year).

1.4 The Borough Council has considered other influences that may necessitate adjustment to the local housing need requirement. In accordance with paragraphs 60 and 65 of the Framework, the Local Plan does not need to accommodate any housing growth from any area outside of the Borough boundary. In respect of Norfolk, this agreement is formalised in the joint Norfolk Strategic Planning Framework (2019) Statement of Common Ground between the planning authorities. To the south in Suffolk, the recently adopted Waveney Local Plan for the northern part of East Suffolk will meet the housing requirements in full of



the former Waveney area. Another consideration is that the Borough has very high levels of need for affordable housing coupled with low viability and consequent low plan requirements for affordable housing (the plan applies housing market areas requiring 10% and 20% affordable housing). A modest uplift in housing need is considered unlikely to result in significant increases in affordable housing; while a radical uplift to meet the full affordable housing need would be completely unachievable and impractical in policy and housing market terms. For these reasons, each of these factors therefore have no effect on the local housing need target.

1.5 Over the last few years, the Borough Council has been unable to demonstrate a deliverable 5-year housing land supply. There is a recent history of under-delivery on the Core Strategy target, with a total of 1,310 dwellings completed since the start of the Core Strategy Period up to April 2019. When measured against the original Core Strategy stepped target for the period at 300 dwelling per annum (a total target of 1,800 dwellings), this causes a deficit of 490 dwellings; but measured over the original Core Strategy's annualised housing target (a total target of 2,520 dwellings) this causes a deficit of 1,210 dwellings. It is therefore clear that the delivery of the original housing target set out in the original Core Strategy was extremely challenging and that the use of the new standard method will be both more appropriate and achievable. Crucially, the new local housing need target will enable the Borough Council to demonstrate a deliverable supply of housing land over a five year period and therefore ensure that development is plan-led in the Borough. Adoption of the new standard method for calculating housing need will not only bring the Borough in line with the Government's requirement at the earliest opportunity but it would also allow the Borough Council to bring the housing target to a level which is considered more realistic and achievable within the plan period.

Provision of Housing to Meet the Need

1.6 The Local Plan Part 2 seeks to provide **7,043 dwellings** over the remainder of the plan period. While this is a significant addition to the local housing need target, a buffer of around 33% on the target will provide greater flexibility to deliver the local housing need, particularly in the context of a persistent past under-delivery of housing to meet local plan housing needs. This provision is comprised of:

- 1,310 houses already completed (between April 2013 and March 2019);
- 2,953 houses committed through planning permissions (and resolutions to grant planning permission following Development Control Committee);
- 266 houses remaining to be built in the strategic allocations at Great Yarmouth Waterfront (CS17) and Beacon Park, Bradwell (CS18)(which are expected to be delivered in the plan period).
- 1,772 houses allocated through this plan (which are expected to be delivered in the plan period); and
- 742 houses projected to come forward as 'windfall' (unallocated) sites.

1.7 With the deliberate over-provision of housing, the Local Plan Part 2 has inbuilt flexibility to ensure that the plan will deliver the housing need within the plan period. The plan is not over-reliant on any single site to deliver, and the plan provides a variety of locations, site sizes, types and tenures of housing to meet its need. There is also the potential to significantly boost local housing supply and delivery should the housing market perform strongly over the plan period.



Amendments to CS7 'Strengthening our centres'

Policy UCS7: Change to Great Yarmouth Town Centre Boundary

Great Yarmouth Town Centre Boundary

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

Bradwell District Centre Boundary

Core Strategy CS7a), Table 12 is amended:

- a. to read 'District Centres: ~~Bradwell~~ **(Proposed) Beacon Park** and Caister-on-Sea; and
- b. by the addition to the Policies Map of a District Centre Boundary for Beacon Park.

Retail Requirements

Core Strategy CS7b) is amended to delete:

- c. ~~Seek to allocate in accordance with the retail hierarchy and the sequential approach between 2,152sqm (net) and 4,305 sqm (net) of new 'food' shopping floorspace, and up to 8,865 sqm (net) of new 'non-food' shopping floorspace, in identified opportunity sites in the borough, up to 2031.~~

Policy Justification and Supporting Text

Great Yarmouth Town Centre Boundary

1.8 The decline in high street retailing is a national 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 one that is heavily focused upon town centre retailing, to one which, whilst retaining an appropriate amount of retail space, also allows a greater range and flexibility to bring forward other town centre uses to reinforce its future vitality.

1.9 Under this context, it is proposed to alter the extent and coverage of the existing Great Yarmouth Town Centre Boundary (laid down in the 2015 Core Strategy) to better reflect the Council's current approach to controlling where new town centre uses, including retail, should be prioritised first.

1.10 A fundamental change is the creation of a new Primary Shopping Area 'PSA' in Great Yarmouth, designated to be the main area where new town centre uses, particularly retail, will be focused. The PSA is a smaller, more compact area than the 2015 town centre boundary, and wraps around the traditional 'heart' of the town centre, the main retail core



fixed around the Market Place and the principal retailing streets contiguous to it. New retail development proposals will need to have regard to the PSA first when applying the necessary sequential and impact tests. This will help to prioritise retail growth at the heart of Great Yarmouth and is consistent with national policy. Further direction on the application of sequential and impact assessments are provided in Policy R1 and CS7.

1.11 Moving out from the PSA, the delineation of Great Yarmouth's Town Centre Boundary has been altered to include those areas of the town where wider town centre uses will be encouraged or sought. This includes uses that are not just limited to retail e.g. leisure and entertainment uses (cinemas, restaurants, health and fitness centres etc), offices, as well as art, cultural and tourism development (theatres, museum, hotels and conference facilities).

1.12 To reflect this approach, the re-aligned Town Centre Boundary includes the areas around Greyfriars Way and Queen Street, as well as Church Plain and Priory Row which functions as important commercial areas to the town. The area around and including the Great Yarmouth Minster is also included to allow it further flexibility to bring forward ancillary cultural and community uses, where appropriate. The extent of the Great Yarmouth Heritage Action Zone (HAZ), which also includes the Minster and much of the historic town centre within the medieval walls has also been included within the Town Centre Boundary. Lastly, the Town Centre Boundary has also been re-aligned to exclude areas which are no longer considered necessary or appropriate under the Town Centre Boundary designation. This includes part of King Street and Regent Road.

1.13 Over the past 10 years, the 'natural' contraction of the town centre has been most apparent in King Street with many retail units being converted out of traditional shopping uses or remaining vacant. To help manage the ongoing transition of this area out of 'traditional shopping' uses, the Town Centre Boundary has been re-aligned to exclude the area of King Street south of St George's Theatre to Nottingham Way and relies upon Policy GY4 to manage future land uses within this area.

1.14 Regent Road provides a range of retail, café, restaurant leisure uses, however its function as a link between the town centre and seafront means that these uses are distinctly characterised by their seasonal nature and tourism offer. Policy GY5 provides direction on the types of uses that will be supported within Regent Road and therefore it is excluded from the re-aligned Town Centre Boundary.

Bradwell District Centre Boundary

1.15 Policy CS7 of the Core Strategy identifies a 'Retail Hierarchy' for the Borough. Bradwell was identified as a 'proposed' District Centre. At the time of the Core Strategy's preparation the proposals for the major housing and other growth in the area were not sufficiently advanced for certainty about the location and nature of such a centre. Since that time the progress of development and planning permissions in the general Bradwell area allows the location to be defined.

1.16 The area defined for the District Centre is within the growth area referred to as 'Beacon Park development at land south of Bradwell' in the Core Strategy. Policy CS18g) of the Core Strategy states that proposals for the growth area will include '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'. The new District Centre is



intended to provide facilities for residents and workers in the Beacon Park growth area and the areas around. The naming of the District Centre as 'Beacon Park' is considered to most appropriately reflect that breadth. (Even though most of the area served is in Bradwell Parish, and the area is treated as part of the functional area of Bradwell in this Plan, the site itself is just outside the parish boundary and in Gorleston Ward.)

1.17 This adjustment of the Core Strategy is complemented by Policy BL1 in the Bradwell section of this Plan.

Retail Requirement

1.18 Policy CS7b) of the Core Strategy establishes the level of new retail need that is required in the Borough to 2030. The current retail need was based upon the Council's 2011 Retail Study, and subsequently refreshed in 2014 during the examination of the Core Strategy. This identified a need for up to 4,300 square metres (net) of new 'food' floorspace and up to 8,900 square metres (net) of new 'non-food' floorspace.

1.19 Since the adoption of the Core Strategy there has continued to be major structural changes and shifts in the retail economy, in particular tightened and selective consumer spending, the growth in internet shopping and the subsequent physical and technological response by many retailers e.g. reconfiguring store formats/location and driving forward with online presence. During the intervening years in the Borough, the vacancy rate in Great Yarmouth town centre has continued to increase, its impact being mostly felt within the core shopping areas, with many in long term levels of vacancy. It is considered necessary to recalculate the Borough's future retail (food and non-food) floorspace requirements to 2030 to better reflect the current retail environment, otherwise there remains a risk that over-inflated retail requirements may be used to deliberately encourage further out of town centre development, to the detriment of the Borough's centres.

1.20 In 2019 the Council undertook a refresh of the Borough's retail capacity to 2030. This was prepared taking into account the most up to date national policy and guidance, and was underpinned by a household telephone survey of 1,000 people across the Borough and wider area to gain robust evidence on current shopping patterns. The refresh also took into account the amount of new retail floorspace that was already 'committed' by current planning consents in the Borough. In summary, the retail capacity refresh determined that there was no need for any new retail (food or non-food) floorspace to be allocated over the short (to 2025) and medium (to 2030) term. There was little or no further need in the long (to 2040) term, however this lies beyond the current period of this plan and will be considered again as part of any new retail needs assessment through the next review of the Local Plan.

1.21 On the basis of the current evidence, there is not a requirement under national policy for the Council to specifically identify and allocate sites for new retail-led development, therefore it has been proposed to delete the existing retail requirement provided in Policy CS7b). Notwithstanding this, where market interest and demand does arise for new retail development, this will be supported in the town and district centres in accordance with the plans retail hierarchy in Policies CS7, CS17, R1 and BL1 and on the land allocated by Policy CA1 to create a new local centre in Caister.



General Strategic Policies

2.1 The Local Plan Part 2 also includes a small number of Strategic Policies which complement the policies of the Core Strategy. Strategic Policies are those policies which address the strategic priorities of the Borough Council. They help set out the overall strategy for development, infrastructure provision and the conservation and enhancement of the natural, built and historic environment.

2.2 Importantly, Neighbourhood Plans must be in general conformity with the Strategic Policies in the Local Plan.

General Strategic Policies

Development Limits

Policy GSP1: Development limits

Development Limits are defined on the Policies Map. Development will be supported in principle within the Development Limits.

Development will not be permitted on land outside of Development Limits except where:

- a. it comprises the use and development of land associated with agriculture or forestry;**
- b. it comprises the provision of utilities and highway infrastructure; or**
- c. specific policies in the Local Plan indicate otherwise.**

Policy Justification and Supporting Text

2.3 The Local Plan makes provision for more than enough development to meet needs over the plan period and therefore satisfies the presumption in favour of sustainable development for plan making. In order for the strategy to be successful, it is necessary that the Local Plan controls and limits development in certain locations. The Local Plan also needs to give clear signals to developers, the community and infrastructure providers about where development will take place and where it will not take place. Development Limits are one of the key policy tools available to achieve this and guide the location, type and amount of development to ensure it is delivered, and is consistent with, the overall strategy for development as detailed in the Core Strategy. Development Limits also help to avoid urban/suburban sprawl, the unplanned coalescence of settlements and unnecessary loss of agricultural and undeveloped land. This is particularly important in Great Yarmouth Borough given that much of the agricultural land is high grade.



2.4 The Development Limits defined on the Policies Map do not necessarily include the whole area of every settlement, but exclude areas on the edge of settlements considered unsuitable for general development. This might be, for example, in order to maintain their open and rural character, to avoid development eroding the gaps between settlements, or to discourage backland development (especially where there are large or long back gardens) where this is judged likely to be inappropriate.

2.5 Land within Development Limits is considered broadly suitable for development in principle, however, considerations in other policies of the plan and other material considerations will be relevant in determining whether development will be permitted or not. The policy restricts development outside of Development Limits except where other policies of the plan indicate otherwise. These include:

- allocations in Neighbourhood Plans under Policy GSP2;
- affordable housing exception sites under Policy CS4 of the Core Strategy;
- rural workers' housing, under Policy H5;
- conversion of rural buildings to residential uses under Policy H7;
- replacement dwellings, under Policy H8;
- domestic extensions and outbuildings within existing residential curtilages, under Policy H9;
- residential annexes, under Policy H10;
- housing for the elderly, under Policy H11;
- traveller accommodation, under Policy CS5;
- retail development, under Policy R1 and Policy R8;
- small scale employment, under Policy B1;
- tourism and leisure related uses under Policies L1, L2 and L3;
- community and educational facilities, under Policy C1 and C2;
- farm diversification, under Policies R8 & L3; and
- development relocated from a Coastal Change Management Area, under Policy E2.



Neighbourhood Plan Area Requirements

Policy GSP2: Housing requirements for Neighbourhood Plan Areas

The 'indicative housing requirement' for the following designated Neighbourhood Areas will be zero.

- a. Rollesby
- b. Hopton-on-Sea
- c. Winterton-on-Sea
- d. Hemsby
- e. Fleggburgh (including Billockby and Clippesby)
- f. Filby
- g. Any future designated neighbourhood areas

Neighbourhood Plans can allocate land for housing within or outside of the defined Development Limits in addition to the above requirement. In these cases this will be judged in consideration of:

- h. the proportion of overall planned Borough housing growth indicated for that tier of the settlement hierarchy by Core Policy CS2;
- i. the relationship of the site to the existing built up area of the settlement;
- j. the settlement size, provision of and access to local facilities and infrastructure (including road, pedestrian and cycle access); and
- k. 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).

Policy Justification and Supporting Text

2.6 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 and the policies included within it are used to help decide planning applications in the area.

2.7 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 is zero.



This includes those parts of Neighbourhood Areas, where applicable, which lie within the Broads Authority area. This is due to the provision of housing through existing commitments and the consideration of housing from elsewhere within the Borough to meet the overall housing need of the Borough. Whilst the requirement is zero for each area, this should not discourage or prohibit Neighbourhood Plans from allocating housing provided that the policy criteria is met. The policy criteria ensures that housing allocations that do come forward through Neighbourhood Plans will be in accordance with the Local Plan to provide housing strategically across the Borough.

2.8 Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan. The above policy criteria primarily builds on Policy CS2 which sets out the broad locations for growth based on the scale and level of service provision in settlements within the Borough. It is important that any new development is of an appropriate scale, well located to access local services and facilities, which will complement the existing built form of settlements, and will not have any significant adverse effect upon designated landscape, heritage, or ecological assets and be in conformity with other policies in the Core Strategy.

2.9 It is understood that Rollesby Parish Council is considering to allocate sites for residential development. This will be acceptable provided that it meets the criteria set out in the above policy.

Strategic gaps between settlements

Policy GSP3: Strategic gaps between settlements

The gaps between the following built up areas, 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 at:

- a. Great Yarmouth and Caister-on-Sea;**
- b. Bradwell and Belton;**
- c. Gorleston-on-Sea and Hopton-on-Sea;**
- d. Caister-on-Sea and Ormesby St Margaret, and**
- e. Hopton-on-Sea & Corton (East Suffolk Local Planning Authority Area).**

Policy Justification and Supporting Text

2.10 The Borough is characterised by a number of settlements, generally located close to one another. The Local Plan seeks to maintain the separate identities of these, and maintain distinct gaps as far as practicable. The Core Strategy stated this Plan would include Strategic Gaps between Great Yarmouth and Caister, Bradwell and Belton, and Gorleston and Hopton, and consider others. The Development Limits provide a degree of control to such ends, but this policy applies further considerations to development which may be proposed outside those limits in accordance with other policies of the Plan.



2.11 The Strategic Gap between Great Yarmouth & Caister-on-Sea seeks to preserve an area of undeveloped land between the settlements, particularly along the undeveloped coast and alongside the A149 (Caister Road/ Yarmouth Road). The area includes Bure Park, paddocks and allotments alongside the A149 as well as the Caister Golf Course and Great Yarmouth Racecourse.

2.12 The Strategic Gap between Bradwell & Belton comprises the area between the edge of Bradwell and the Belton Housing Allocation (BN1) along New Road and is largely undeveloped, aside from the Sports and Social Club. The land between the two settlements is largely made up of Grade 2 agricultural land and preserves a rural gap between the built up areas.

2.13 The Strategic Gap between Gorleston-on-Sea & Hopton-on-Sea comprises land in agricultural uses and the Gorleston Golf Course. The Strategic Gap is identified to maintain this gap and preserve the village character of Hopton-on-sea.

2.14 The Strategic Gap between Caister-on-Sea & Ormesby St Margaret comprises small scale development with open gaps along Yarmouth Road which helps maintain the identity of the two settlements. This character between the settlements is sought to be preserved through this policy, particularly in the context of recent development to the north of Caister-on-Sea.

2.15 The Strategic Gap between Hopton-on-Sea and Corton helps reduce the risk of further coalescence between the settlements across the local planning authority boundaries. This approach to 'separation' is similarly recognised and shared by East Suffolk District Council.

Coastal Change Management Areas

Policy GSP4: New development in Coastal Change Management Areas

Land to the seaward side, of the the Coastal Change Management Area Line as identified on the Policies Map is defined as a Coastal Change Management Area. Within the Coastal Change Management Area development will be carefully controlled to minimise risk to life and property, to avoid increasing the pressure for new or improved coastal defences, and to guard against development which could have adverse impacts on coastal erosion and vulnerability elsewhere.

Coastal management proposals will be supported where these are consistent with the Shoreline Management Plan recommendations, and can be demonstrated not to have significant adverse impacts elsewhere.

Where development is proposed in the 20 year erosion 'horizon' of the Shoreline Management plan, only a limited range of development types directly linked to the coastal strip, such as beach huts, cafes/tea rooms, car parks and sites used for holiday or short-let caravans and camping will be permitted and appropriately time limited through conditions.

Other development will be permitted where it:



- a. is demonstrated to be a compatible form of development in regard to any anticipated potential increase in erosion and flood risk due to coastal change during the planned life of the development having regard to the indicative erosion zones identified in the Shoreline Management Plan; and
- b. will provide a wider benefit to the local coastal community and/or economy; and
- c. would not impact significantly on the stability of the coastline, the rate of shoreline change, or increase demands for investment in coastal defences.

Permanent new residential development will not be permitted within the Coastal Change Management Area.

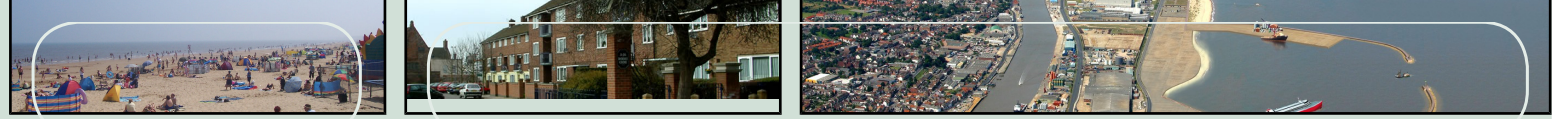
All planning applications for development within the Coastal Change Management Area and 30 metres inland beyond it must be accompanied by a Coastal Erosion Vulnerability Assessment which demonstrates that the development will not result in an increased risk to life or property.

Policy Justification and Supporting Text

2.16 This policy supplements Policy CS13 of the Core Strategy by identifying a Coastal Change Management Area (CCMA) to reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast.

2.17 The CCMA is defined on the Policies Map and is based on evidence from the Shoreline Management Plan (2012). The Shoreline Management Plan determines appropriate, strategic policies for coastal management that balance the many and often competing aspirations of stakeholders with proper regard for economic and environmental sustainability. The primary output is an 'intent for management' over a 100 year timeframe. The plan identifies the indicative future coastline in 100 years time based on the management measures set out in the plan. The CCMA is based on the area likely to be impacted by coastal change within the next 100 years (2005 baseline) as identified by the Shoreline Management Plan. This essentially comprises the area between the current shoreline and the expected coastline in 100 years. It should be noted that the expected future coastline as identified in the Shoreline Management Plans is not precise and typically represents a mid-point of a range of where the coastline might be in 100 years. It may be that during the lifetime of this plan further evidence is published which indicates the area of land at risk from coastal change over the next 100 years is different to that detailed in the Shoreline Management Plan. In this scenario the Council will treat the revised area predicted to be at risk as the Coastal Change Management Area for the purposes of this policy.

2.18 Shoreline Management Plans provide a strategic approach to the management of the coast. As such, proposals for new coastal management works should be in accordance with the management policies identified in the Shoreline Management Plan. Where there is



a need and/or a desire to develop a coastal management scheme that is contrary to the current Shoreline Management Plan, this should be dealt with through a review of the Shoreline Management Plan prior to a planning application being considered.

2.19 The policy describes the circumstances in which new development will be permitted within a CCMA. The acceptability of a development proposal will depend upon the 'horizon' that the proposal falls in as identified in the Shoreline Management Plan, as this will need to be considered against the effective lifetime of the development proposed. New permanent residential development will not be permitted within a CCMA, as within its expected 100 year lifetime (i.e. by 2105) it would likely be at risk of loss.

2.20 All planning applications for development within the coastal change management area need to be accompanied by a Coastal Erosion Vulnerability Assessment. The assessment should consider the management proposals for the coastline and the likelihood of investments being made and the risk of erosion impacting upon the development in light of these factors. The assessment should demonstrate that the development will not be at risk from coastal change for the lifetime of the development. In this regard, the assessment should comply with Policy CC1 of the East Inshore and Offshore Marine Plans. The assessment will also need to demonstrate that the proposed development will not increase the risk of erosion (e.g. from surface water run-off). There are inherent uncertainties with coastal change and the likely level of erosion over a 100 year period. There is also a lack of certainty over the potential for investments to be made in the management of the coast, even where the policy is 'hold the line'. As such, any planning applications for development within 30 metres of the Coastal Change Management Area should also be accompanied by a Coastal Erosion Vulnerability Assessment.

2.21 The policy has also been produced with regard to the Statement of Common Ground on Coastal Zone Planning between the Borough Council of King's Lynn & West Norfolk, North Norfolk District Council, Great Yarmouth Borough Council, East Suffolk Council and the Broads Authority, the area covered by Coastal Partnership East (with the exception of Kings Lynn and West Norfolk). The Statement of Common Ground includes a set of agreements which include alignment of planning policies for the coast. Policy GSP4 is consistent with the approaches set out in adopted and emerging Local Plans across the Norfolk and Suffolk Coast and of ensuring policies for managing the coast are 'strategic' (i.e. Neighbourhood Plans have to be in conformity with them).

2.22 A Supplementary Planning Document will be prepared to provide further information and aid in the interpretation and implementation of coastal change policies in the Local Plan.

Internationally Protected Habitats and Species Impact Avoidance and Mitigation

Policy GSP5: Internationally protected habitats and species impact avoidance and mitigation

Natura 2000 designated sites in and around the Borough will be protected from likely significant effects through implementation of the Borough Council's Habitats Monitoring and Mitigation Strategy.



In order to avoid or mitigate the cumulative potential adverse impacts on these sites associated with the occupancy of new housing development, a financial charge will be levied on new housing or tourist accommodation development in the Borough, and applied to monitoring and mitigation measures under the guidance of an expert advisory panel.

In order to avoid or mitigate the cumulative potential adverse impacts arising from particular housing development sites by virtue of their size and/or proximity to Natura 2000 designates sites, site specific measures will also be required.

Cumulative Impacts

New housing and tourist accommodation development in the identified areas will be required to make the specified financial contribution to the Council's Monitoring and Mitigation Programme to address its cumulative contribution to likely significant effects on designated Natura 2000 sites.

The charge will be updated annually to reflect inflation. The level of charge and identified areas will be kept under review as part of the Monitoring and Mitigation programme and adjusted if this is found necessary.


Emerging Evidence

The Norfolk planning authorities are working together to identify and mitigate the wider strategic impacts of recreational pressure on Natura 2000 sites. As a result of these findings, the charge may be updated and the details incorporated into a Supplementary Planning Document.

Specific Impacts

Where a proposed residential or tourist accommodation development is identified (in the allocation of the site, or in the process of considering the planning application) as having, in itself, a potential significant adverse impact on Natura 2000 designated sites, permission will be subject to the specific provision of suitable mitigation measures appropriate to the circumstances. These may typically include one or more of the following.

- a. Enhanced informal recreational provision [Sustainable Accessible Natural Greenspace], on (or in close proximity to) the site to limit the likelihood of additional recreational pressure (particularly that relating to exercising dogs) on nearby relevant nature conservation sites. This provision will be likely to consist of an integrated combination of:
 - informal open space (over and above the Council's normal standards for play space);
 - landscaping, including landscape planting and maintenance; and
 - a network of attractive pedestrian routes (and car access to these where they are not adjacent to the development sites), which provide a variety of terrain, routes and links to the wider public footpath network.

- 
- b. A financial contribution (in addition to the standard cumulative charge indicated above) to enhanced management of nearby designated nature conservation sites and/or alternative green space.**
 - c. A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.**

Project-level Habitat Regulations Assessment

Where necessary, planning applications will need to be supported by a Habitat Regulations Assessment (HRA). To provide sufficient information for the Borough Council to make a determination as the competent authority, applicants will be required to submit a shadow HRA setting out where there may be likely significant effects, where necessary undertaking Appropriate Assessment, and providing details of avoidance and/or mitigation measures to protect the integrity of the relevant Natura 2000 Sites.

Where adverse effects on Natura 2000 Sites cannot be ruled out, planning permission will not be granted.

Policy Justification and Supporting Text

2.23 In accordance with Core Strategy Policy CS11 (b) and (c), the above policy supports on the work of the Habitats Monitoring and Mitigation Strategy, in addressing likely significant effect on internationally protected sites (Natura 2000 Sites) resulting from increased visitor pressures from new planned development. This Plan is supported and evidenced by a Habitat Regulations Assessment (HRA) Report. The HRA concludes that following the implementation of the monitoring and mitigation measures set out in the Habitats Monitoring and Mitigation Strategy, it is likely that there will be no significant effects on Natura 2000 sites through the new planned development of this Local Plan.

2.24 Of particular relevance, are the following Natura 2000 Sites: Winterton-Horsey Dunes Special Area of Conservation (SAC), North Denes Special Protection Area (SPA), Breydon Water SPA and Ramsar site, Broadland SPA and Ramsar site, and The Broads SAC. One of the main identified impacts from the Plan's HRA is the increased recreational pressures at Winterton-Horsey Dunes SAC and North Denes SPA, both of which provide nesting habitat for the protected little tern colonies.

2.25 The policy sets an initial planning contribution (updated annually) per new dwelling (or equivalent, including tourist accommodation) to facilitate the implementation of a suite of monitoring and mitigation measures identified in the Habitats Monitoring and Mitigation Strategy. The charge applies across the Borough. The Borough is relatively small and therefore has relatively short travel distances to access nearby Natura 2000 Sites, which may result in increasing visitor pressures from new residential development (as noted in the Visitor Surveys at European Protected Sites across Norfolk during 2015 & 2016).



2.26 The policy provides for an annual review of the charge to reflect inflation and, for example, any increase or reduction in mitigation measures required identified through the monitoring process. The majority of such charges will be pooled for application to monitoring and predominantly non-infrastructure related mitigation measures such as wardening under the Strategy.

2.27 Depending of the type, extent and location of development, there is the potential to require further financial contributions to ensure the protection of Natura 2000 Sites from new development. Residential development sites within immediate proximity to Natura 2000 Sites, and tourist development (including tourist development that does not result in new accommodation), may be applicable for separate, additional contributions where these have been identified as more likely to give rise to increased visitor pressures or create direct adverse impacts. These may be collected by Section 106 agreements or by other means such as Section 111 undertakings.

2.28 A number of Natura 2000 Sites extend beyond local plan boundaries. The Borough Council is working collaboratively with other authorities (for example, through the Norfolk Strategic Framework) to ensure that the impacts of planned development are considered and dealt with strategically across local plan boundaries. Depending on the outcome of this work, it may be that the charge is updated. In the event of this, the details would be set out in a Supplementary Planning Document (or as part of a reviewed local plan document).

2.29 The Borough Council is also liaising at least biannually with key stakeholders including Natural England, the Norfolk Wildlife Trust, the Broads Authority and the RSPB, forming an Advisory Panel to guide the successful implementation of monitoring and mitigation measures.

2.30 Following recent caselaw ⁽¹⁾, it is important that Appropriate Assessment is undertaken before any mitigation measures are applied to deal with potential adverse effects. The above policy therefore sets out that in such cases a project-level HRA will be required, with applicants preparing a shadow HRA for the Borough Council to determine as competent authority. To simplify this process for low-impact developments (i.e. those located further away from Natura 2000 Sites and of a smaller scale) may be able to use the Borough Council's [template HRA from its website](#). In all other cases, applicants will be expected to provide their own shadow HRA undertaken by an appropriate qualified individual (such as an ecologist).

Green Infrastructure


Policy GSP6: Green Infrastructure

Opportunities will be sought to strengthen and extend the area's Green Infrastructure network for the benefit of nature conservation, recreation or landscape, or any appropriate combination of these.

Particular endeavours will be made in this regard:

- a. along the coast, and the Yare and Bure valley corridors;**

¹ [the 'Sweetman' case](#)

- 
- b. in the vicinity of The Broads, where this helps conserve or enhance its natural beauty, wildlife or cultural heritage, or its enjoyment by the public; and
 - c. in, or in the vicinity of, the Norfolk Coast Area of Outstanding Natural Beauty, where this helps conserve or enhance its natural beauty.

The Borough Council will work with the other Norfolk planning authorities to develop a County-wide strategy to improve Green Infrastructure provision, in order to accommodate growth while improving nature conservation, landscape, quality of life and encouraging healthy lifestyles.

Policy Justification and Supporting Text

2.31 The above policy seeks to enhance the Borough's Green Infrastructure network supporting policies CS11, CS15 and GSP5. The policy recognises the potential for green infrastructure to improve nature conservation and the protect landscapes, identifying landscapes of specific importance such as The Broads.

2.32 Consideration will need to be given to how Green Infrastructure could contribute to demonstrating 'biodiversity net gain' should this pass through into legislation. DEFRA consulted on its proposal to implement a requirement for greenfield sites to achieve a 10% net gain in biodiversity (i.e. habitats and species). In such cases the baseline biodiversity for a site (i.e. the undeveloped site) will be crucial, but also the opportunities to provide improvements onsite as part of the development. Where these are not available, there may be opportunities to enhance local or more strategic green infrastructure features to meet this requirement.

Strategic Cycle and Pedestrian Routes

GSP7: Potential strategic cycling and pedestrian routes

Potential Strategic Cycling and Pedestrian Routes, as identified on the Policies Map, will be safeguarded from development which would prejudice their potential for future cycling or walking routes.

An alternative use of any identified safeguarded route will only be permissible where a convenient, alternative route for the use is re-provided.

The Council will work with adjacent planning authorities in Norfolk and Suffolk to seek opportunities to improve greater strategic coverage of cycling and pedestrian access.

Policy Justification and Supporting Text

2.33 The Local Plan Part 1 seeks to promote sustainable means of transport by reducing the dependency on the car and improving general accessibility by enhancing linkages between existing 'green travel' routes in order to create a coherent network of footpaths,



cycle ways and bridleways. This has the benefit of offering a mode of travel that helps contribute towards healthier lifestyles, improved quality of life for residents and an attraction for visitors.

2.34 The borough benefits from having a number of former railways which, radiating from the main urban area, has the potential to significantly increase the network and distance of 'green travel' routes across the borough and in some cases, link strategic with other protected railways in neighboring plans (e.g. Local Plan for The Broads).

2.35 Whilst there is no immediate prospect of the former railway track ways being converted, they are nonetheless a finite resource, and their future importance is recognised by their safeguarding. This policy also provides a clear steer to other stakeholders, such as Norfolk County Council who are currently investigating what the future benefits that individual stretches of former railways across Norfolk may bring towards improving health, mental well being, increased biodiversity and alleviation of congestion.

2.36 Between Gorleston-on-Sea and Lowestoft there is a specific need to bring forward future proposals for enhanced cycling and pedestrian provision. The inter connectedness of the two towns means that there is significant movement between them for work and for facilities, such as the James Paget University Hospital. Major development planned around Corton (East Suffolk District) is likely to increase this need further, but also provide an opportunity to shape how this provision may be possibly met, such as continuing southwards the cycle path adjacent to the A47 or providing a more rustic route of former railway lines.

2.37 To help bring forward an appropriate solution, the Borough Council will continue to work with East Suffolk Council to encourage such provision and any complementary measures required within the Borough.

Planning Obligations

Policy GSP8: Planning obligations

To provide necessary infrastructure and facilities, the Council will consider the need to require planning obligations where they are:

- a. necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development; and**
- b. cannot be secured by a planning condition.**

The following types of planning obligations may be considered for residential development.

- c. Affordable housing, in accordance with Policies CS4, H1 & H2.**
- d. Educational needs; unless the proposal comprises:**



- entirely 1 bed accommodation; or is
- limited by a specific age-related restriction e.g. sheltered housing.

e. Library needs; unless the proposal comprises:

- residential care homes; or
- student accommodation.

f. Healthcare needs

g. Pedestrian and highway safety improvements.

h. Recreational open space and green infrastructure, in accordance with Policy H4.

Natura 2000 Monitoring and Mitigation measures, in accordance with Policies CS11 & GSP5.

Other contributions may be considered where necessary to make development proposals acceptable in planning terms.

Development viability with respect to planning obligations will only be considered at the planning application stage under limited exceptional circumstances where:

- i. the cumulative total for planning obligations would exceed £15,000 per unit in addition to the affordable housing requirement under Policy CS4; or
- j. the development scheme is on previously developed land.

Policy Justification and Supporting Text

2.38 Planning obligations, commonly referred to as 'developer contributions' or 'section 106' agreements are legal obligations which are often entered into to make development possible, typically by providing infrastructure, facilities, or affordable housing to mitigate the impacts of a development proposal. National policy and guidance is clear that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition, and must only be sought where they are necessary, directly related to, and both fairly and reasonably related in scale and kind to the development.

2.39 This policy identifies both the range and circumstances that different types of planning obligations may be required when determining new development proposals, giving effect to Core Strategy CS14 and paragraphs 56 and 57 of the National Planning Policy Framework.



2.40 Many of the common planning obligations sought relate to Norfolk County Council matters such as the provision of roads, schools, libraries and fire hydrants. Where relevant, development proposals should have regard to Norfolk County Council's 'Planning Obligations Standards'. This provides information on the calculation and level at which these planning contributions will be sought, and is reviewed each year to take account of any changes in national guidance or standards, as well as inflation. These standards, together with an assessment of need have informed the level of financial contributions required for the housing allocations in this Local Plan.

2.41 Some development proposals, particularly larger scale residential schemes will be required to contribute towards healthcare infrastructure. An engagement protocol⁽²⁾ has been adopted between all Norfolk local planning authorities, Norfolk and Waveney Sustainability & Transformation Partnership (STP), Clinical Commissioning Groups (CCGs), Health Partners and Public Health Norfolk, to plan for future growth and healthcare service delivery. Through the protocol, the Borough Council will consult Public Health Norfolk and other health partners for all housing development proposals over 50 dwellings, as well as all planning applications for care homes, housing for the elderly, student accommodation and any proposals which would lead to the loss of significant public open space.

2.42 The Norfolk and Waveney STP is currently preparing the Great Yarmouth Health Infrastructure Delivery Plan (IDP) to ascertain the land and building requirements for healthcare facilities based upon the housing growth set out in the Great Yarmouth Local Plan. Financial contributions relating to necessary primary, acute and mental healthcare facilities have been calculated from the IDP and included within each of the housing allocations in this Local Plan. Financial contributions related to other individual planning applications will be considered on a case by case basis with regard to the requirements in the IDP and the Health Protocol.

2.43 The Local Plan requires all new residential development to make a contribution towards the provision of new open space, including accessible natural greenspace, to meet the needs of the growing population. This contribution will either take the form of on-site/off-site provision or a financial contribution in lieu. Policy H4 provides further detail information on the application of this contribution.

2.44 Planning obligations will also be sought for monitoring and mitigation measures to address likely impacts on Natura 2000 sites. This will be required for the majority of new residential and tourism development coming forward during the Local Plan. The thresholds at which this planning obligation will be sought is provided in further detail in Policy GSP5.

2.45 National policy and guidance is clear that planning applications will be considered as viable where they comply with planning contributions set out in up to date policies, and only in exceptional circumstances will the consideration of viability be appropriate. The Local Plan Part 2 viability assessment indicates that viability is likely to be challenging on brownfield sites and in situations where the cumulative total for planning obligations would exceed £15,000 per unit in addition to the affordable housing requirement. Therefore in these scenarios the Council will consider lowering affordable housing and planning obligation requirements where robust viability evidence is submitted with a planning application. In all cases, viability assessments will need to be in compliance with the national planning practice



guidance and have regard to other professional guidance published by the Royal Institute of Chartered Surveyors or other professional bodies. Where viability is a matter at the development stage, changes to the affordable housing tenure mix should be considered before reducing the overall target or other planning obligation requirements as this may improve viability sufficiently.



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Policies for Places: Strategic Area and Site Specific Policies

3.1 This part of the plan sets out specific strategic site allocation policies and area specific policies for the Borough's settlements to deliver the respective visions set out on pages 24-26 of the Core Strategy. The policies in this section are considered to be 'Strategic Policies' like the Amendments to the Core Strategy and General Strategic Policies, as they set out the Council's approach to addressing strategic priorities. The housing and employment allocations are considered to be 'Strategic Policies' as they are essential to achieving the objectively assessed needs for development and the overall spatial strategy for the Borough.

3.2 The strategic site allocations proposed in the plan ensure that objectively assessed needs will be exceeded by a sufficient margin as discussed above in Section 1 of this Plan.

3.3 Policy CS2 of the Core Strategy sets out the general distribution of growth across the plan area and identifies a settlement hierarchy to direct approximate proportions of total new residential growth. The proposed allocations broadly meet the distribution proposed in Policy CS2 which seeks to ensure that the majority of new housing is delivered in the Main Towns and Key Service Centres.

3.4 The plan only includes site specific and area specific policies for the Main Towns, Key Service Centres and Primary Villages. Housing requirements in Secondary and Tertiary villages will be met by existing planning commitments. Neighbourhood Plans may also make allocations for development in these locations alongside other area specific policies relevant to their localities.

Main Towns

3.5 The Core Strategy identifies the settlements of Great Yarmouth and Gorleston-on-Sea as 'Main Towns' to deliver approximately 35% of new housing growth over the plan period. A large amount of development is already committed in the Main Towns through existing permissions, strategic allocations (with CS17 – Great Yarmouth Waterfront) and an allowance for windfall, as well as units already completed. The Main Towns are also the focus for employment development and Great Yarmouth Town Centre is the focus for new retail development.

3.6 The table below sets out a summary of proposed housing delivery within the Main Towns.

Table 3.1 Summary of expected housing delivery in Main Towns

Homes Built 2013-2019	Existing Housing Commitments	Homes allocated in Local Plan expected to be delivered in plan period	Anticipated Windfall	Total Growth 2013-2030
504	987	620	472	2583



Great Yarmouth

Great Yarmouth is one of the eastern-most towns in the UK and has developed over a period of 1,000 years. The current population is around 28,500 persons. Across the River Yare, to the south and southwest of Great Yarmouth town is Gorleston-on-Sea. To the west is Breydon Water (in The Broads 'national park', and outside of the Great Yarmouth Plan Area) and its surroundings).

The Town benefits from its coastal location, with the River Yare and Outer Harbour together supporting domestic and international port activity, and the sandy beaches providing the basis for tourism. Great Yarmouth port and quay areas have maintained their strategic importance from the Napoleonic Wars and through the World Wars. The Port serves the growing offshore energy industry, with increasing emphasis on offshore renewables projects in the North Sea.

The Town is rich in historic assets with the largest unparished church in the country, one of the best preserved medieval walls in the country, a large number of listed buildings including the piers, The Hippodrome, St George's Theatre and the Winter Gardens. Nelson's Monument is a Grade I listed structure located in South Denes built in memorial to Admiral Nelson. The built form of the oldest part of the Town is also distinguished by a network of over 100 narrow, historic rows. The Town's Venetian Waterways and Boating Lake (Grade II listed on the Historic Parks and Gardens Register), dating from the mid-1920s have recently been restored.

Great Yarmouth has the largest town centre in the Borough and functions as the main retail, commercial and cultural destination for the Borough. Like many similar sized towns across the country, Great Yarmouth has suffered the loss of many major high street retailers, either moving out of the town or to the out-of-centre offer at retail parks.

Much of the Town to the immediate east and west banks of the river is at risk of flooding (within Flood Zone 3A), with the most significant risk posed from tidal flooding.

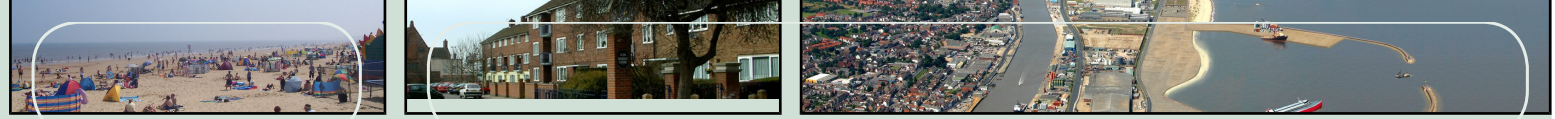
Overall, there is little opportunity for further expansion of the settlement. Within the existing built up area there are few large-scale brownfield development opportunities remaining. The main exception to this is the Great Yarmouth Waterfront area, which is already an adopted strategic allocation.

Great Yarmouth Town Centre Area

Policy GY1: Great Yarmouth Town Centre Area

The Great Yarmouth Town Centre Boundary, Primary Shopping Area and Protected Shopping Frontage is defined on the Policies Map.

Main Town Centre Use Development (falling within use classes A1, A2, A3, A4, A5, C1, D1, D2 and B1a) will be permitted within the Great Yarmouth Town Centre Area.



Proposals for the change of use of active ground floor uses outside of the Protected Shopping Frontage area will only be permitted where it would not individually or cumulatively have a significant adverse impact on the character, appearance, retail function, viability or vitality of the centre.

To support the continued viability and vitality of Great Yarmouth town centre, consideration will be given to:

- a. increasing residential uses within the town centre through the re-purposing of vacant buildings and/or upper floors;**
- b. proposals which enhance and expand the Great Yarmouth Market Place and its associated facilities;**
- c. new development proposals which re-purpose, reconfigure or potentially redevelop vacant or underutilised buildings and space to improve the vitality, appearance, permeability and connectivity of the the town centre;**
- d. supporting the refurbishment or replacement of shop frontages; or**
- e. measures or enhancements which improve the appearance, safety and environmental quality of the area and public realm.**

Within the town centre, improvements to car parking provision will be considered where this:

- f. makes the town centre a more attractive place to shop, live or visit;**
- g. supports local businesses; or**
- h. maintains or improve the quality of the townscape.**

All development proposals should have regard to the Great Yarmouth Town Centre Masterplan and any subsequent updates thereof, including any emerging town centre strategies or policies arising from the outcome of the Future High Street Fund.

Policy Justification and Supporting Text

3.7 Great Yarmouth Town Centre is identified within the Core Strategy retail hierarchy (CS7) as the Borough's 'main' town centre. The town centre is principally contained within the historic market place, stretching north-south between the Great Yarmouth Minster, Market Place and King Street; and east-west between Market Gates Shopping Centre, Market Row and the River Yare. The main retail core of the town centre is fixed around the Market Place and the principal retailing streets that are contiguous to it. This forms the delineation of the Great Yarmouth Primary Shopping Area, where main town centre uses, and in particular



retail, will be focused. A wider, town centre boundary has been delineated which reflects the location of other supporting town centre uses such as commercial and residential, lying within the functional area of the town centre.

3.8 Great Yarmouth is the largest retail, leisure and service centre within the Borough, providing a wide range of activities, uses and functions. It does, however, continue to face a myriad of challenges affecting its vitality and viability, including rising levels of vacancies, tightened and selective customer spending, and continued competition from out of centre retailing. Managing the future role and direction of the town centre is a priority of the Council and new investment opportunities and initiatives are currently being pursued in the town centre through the Council's adopted Great Yarmouth Town Centre Masterplan and Future High Streets Fund. This policy seeks to support the vitality and viability of Great Yarmouth town centre in accordance with the Core Strategy and national policy, and in the context of supporting new development opportunities and initiatives currently being pursued by the Council.

3.9 The main retailing frontages situated along the Market Place, King Street (to corner of Regent Road) and Market Row are designated as Protected Shopping Frontage, therefore new changes of use within this area will need to be carefully considered under Policy R2. Outside of the Protected Shopping Frontages, the Council will allow more flexibility to the types and range of active ground floor uses in consideration of the character, appearance, retail function, viability and vitality of the town centre.

3.10 Non-main town centre uses, including residential uses can play an important role to support the vitality of centres providing activity and critical mass to support services and facilities. Proposals for residential uses will be particularly encouraged on upper floors. Consideration will be given to the re-purposing of vacant buildings to residential use where this would not be detrimental to the function and character of the town centre, such as the permanent loss of ground floor activity within the Protected Shopping Frontages area.

3.11 The Great Yarmouth Market Place lies at the heart of the town centre and is an example of an extremely high quality townscape and built environment, providing a direct connection to the town's past heritage. The southern end of the Market Place is home to the town's permanent covered market which consists of around 40 small stalls, however it's current canopy structure is in a poor condition. The revitalisation of the permanent covered market is identified as a key objective in the Great Yarmouth Town Centre Masterplan therefore proposals which seek to strengthen the market's central role in the town's social and economic life, enhance the tourist experience, dwell time and spend within the town centre, will be generally supported.

3.12 Many of the major and traditional retailers are beginning to change their store formats and locational requirements in response to the growth of online sales and to provide a more exciting and engaging shopping experience. Out-of-centre retail parks are often favoured to meet this demand due to the often perceived constraints of traditional town centre environments e.g. tighter shopping environments and restrictions from conservation areas and listed buildings, (however these can be overcome through good design and appreciation and regard to context and setting etc). It is essential, therefore, that consideration be given where potential opportunities exist to provide larger modern units either through the



re-purposing, reconfiguration or potential redevelopment of underutilised space in Great Yarmouth town centre town centre. Any new development proposals should be designed to maximise pedestrian permeability and connectivity to drive footfall within the town centre.

3.13 Along King Street and the Market Place, the main array of shop frontages and facades are located in the town centre. Some frontages form part of, or are attached to, listed buildings and many are in a poor state of condition or of a design which does complement the listed building or enhance the historic setting of the town. The Council will support the refurbishment or replacement of shopfronts, particularly where this strengthens the local distinctiveness of the town and its heritage. The reinstatement of original ground floor frontages, such as historic townhouses, will also be encouraged for their contribution to the town's historic character, unless this has an adverse impact on the Protected Shopping Frontage, or on the designated heritage assets, as per Policies R2, E5 and CS10.

3.14 Improvements or measures which upgrade or enhance the town centre's public realm and facilities for the enjoyment of residents, shoppers and businesses operating in the area will be encouraged. This may include the provision of new public facilities e.g. toilets, seating, public art, as well as well designed and attractive wayfinding signage to optimise the movement of people around the town centre and to wider facilities and attractions in the town. The Council will also consider ways in which to address deficiencies in the public realm for example seeking environmental improvements or encouraging the replacement or alteration of buildings and structures which present a blank facade at ground level or an impediment to pedestrian movement.

3.15 The Council will consider proposals which improve the overall quantitative and qualitative car parking offer within the town centre. Proposals will be particularly encouraged where these contribute to vitality of the town centre and help to enhance the townscape. New proposals should be considered in combination with Policy I1.

Market Gates Shopping Centre

Policy GY2: Market Gates shopping centre

Land at Market Gates Shopping Centre, as identified on the Policies Map, is designated for main town centre uses, and where appropriate, residential, as part of a mixed-use scheme.

The Council will encourage future development in this location that seeks to improve linkages between Market Place and Temple Road, as well as improvements to the public realm around the bus station.

To maintain core retail frontage within the existing Shopping Centre, any new proposals which provide frontage to the shopping centre entrance (off Market Place); or provide frontage along it's principal internal corridor (linking Market Place and Regent Road); will be determined against Policy R2 'Protected Shopping Frontage'



Policy Justification and Supporting Text

3.16 The Market Gates Shopping Centre is designated within the Great Yarmouth Town Centre Boundary and Primary Shopping Area. It is the premier covered shopping centre in the Borough and is highly visible from, and connected to, the Market Place and performs a key anchor role for the town centre.

3.17 There is a need for the Market Gates Shopping Centre to diversify in order to respond to structural changes in the retail market. This policy provides greater flexibility to allow a wider mix of main town centre uses, such as a hotel or cinema, to strengthen both the offer of the shopping centre and town centre more generally. New residential uses, where part of an appropriate mixed-use development scheme, may also be considered as these can play an important role in ensuring the vitality of the town centre.

3.18 To facilitate these changes, the Council will consider the merits of potential changes of use, partial or comprehensive redevelopment, of the Market Gates Shopping Centre. Proposals which improve connections between the Market Place and Temple Road, and in particular enhancements to the public realm around the Bus Station will be encouraged.

3.19 Whilst this policy allows for a greater flexibility of uses within the shopping centre, it is necessary to retain, where possible, certain areas within the shopping centre for core A1 shopping uses, as the vitality of the town centre would likely be undermined if the main shopping units providing active frontage to Market Gates (and by extension, to the Market Place); were to be significantly diluted out of core retail uses.

3.20 To ensure that the existing Market Gates Shopping Centre retains a principal focus on core retail uses, any proposal coming forward on units which provide frontage either; to the main shopping centre entrance off the Market Place; or along the principal internal shopping corridor between Market Place and Regent Road, will be determined against Policy R2 'Protected Shopping Frontage'. Policy R2 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.

Hall Quay Development Area

Policy GY3: Hall Quay Development Area

Within Hall Quay, as defined on the Policies Map, new development proposals and uses will be particularly supported where they contribute to any of the following strategic aims.

- a. Addresses a gap in the town centre's food and drink offer.
- b. Complements and improves the town's early evening and night time economy.
- c. Introduces new recreational and leisure uses to support the tourist and visitor economy.
- d. Helps to bring listed buildings back into permanent active use.



The following uses will be focused within buildings which provide principal frontage to Hall Quay.

- e. Food and drink uses (A3 & A4).**
- f. Hotels.**
- g. Retail and office uses (A1, A2 and B1) where these provide active ground floor frontage.**
- h. Residential uses on upper floors.**

To help deliver the policy aspirations for Hall Quay, the Council will help to bring forward projects and proposals which:

- i. reduce the dominance of traffic and highway uses along Hall Quay;**
- j. improve the public realm and townscape of the area;**
- k. improve pedestrian linkages with the rest of the town centre, utilising The Rows, where possible; or**
- l. encourage improved short stay mooring and information facilities for visiting leisure craft in the general vicinity of Haven Bridge.**

The adopted Hall Quay Planning Brief Supplementary Planning Document provides further supplementary policy and guidance to more closely define the type, size and form of development to be brought forward through this policy.

Policy Justification and Supporting Text

3.21 This policy adds further detail to Core Policy CS7(d) by specifying the particular town centre uses which will be actively encouraged within Hall Quay in order to help bolster a widening of the town centre's food, drink and leisure offer.

3.22 Hall Quay is situated within Great Yarmouth's town centre but in recent years the area has undergone a period of significant commercial change, with many of the high street banks having moved or relocated to the Market Place leaving vacant many of the large and listed former banking halls fronting the quay. The re-purposing of this area towards a new food, drinking and leisure 'cluster' is identified in the Council's adopted Town Centre Masterplan and a subsequent Planning Brief Supplementary Planning Document was adopted in July 2019 to provide further supplementary guidance to more closely define the type, size and form of development to be brought forward in this area.

3.23 Development proposals which are located or positioned along the principal frontage to Hall Quay will be carefully managed to ensure that an appropriate mix and type of uses are brought forward to help to stimulate activity and prioritise pedestrian movement within the area. In pursuance of this, new food and drink (A3 & A4) and hotel proposals will be



particularly supported within the area. Other retail and office related uses (A1, A2 and B1) may also be permitted where these continue to provide active ground floor frontage i.e. window displays, entrances and views of internal activity. Residential uses will be generally supported within the entire policy area, but will be restricted to upper floors only where proposed in buildings fronting Hall Quay. This is to help avoid blank or un-activated frontages on Hall Quay.

3.24 The policy also seeks to support the implementation of other complementary projects to help fully deliver the vision of Hall Quay, as envisaged by the Town Centre Masterplan. This includes supporting major highway and public realm improvements to help reduce the dominance of the highway in order to engineer an environment more conducive to the uses being proposed in Hall Quay e.g. casual dining, public open space.

3.25 The role of Great Yarmouth as a destination/stopover for sailing yachts and motor-boats is poorly represented, with negligible facilities and information for visiting craft. The encouragement of a greater number of leisure craft to visit the town will help to strengthen its tourist economy and the presence and appearance of mooring vessels would both complement and help support planned leisure-focused regeneration of Hall Quay.

3.26 Such facilities could take a number of forms, and could potentially be located either at Hall Quay, or on the opposite bank near the Ice House. Arrangements for the management and maintenance of such facilities would be an important factor, as would ensuring that the facility does not compromise commercial craft movements and other port activities, but both of these are successfully achieved in many other ports and towns.

King Street enhancement area

Policy GY4: King Street enhancement area

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

To preserve and enhance the heritage assets, their settings, 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 by restoring/retaining attractive features of the building frontage that contribute to the heritage, local distinctiveness and general appearance of King Street.**



Policy Justification and Supporting Text

3.27 This policy provides flexibility to regenerate the area of King Street towards a more residential offer whilst enhancing its historic qualities as a periphery area 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. The policy extends along the length of King Street and incorporates properties which currently provide frontage between 120 to 140 King Street (western side) and 33 - 60 King Street (eastern side).

3.28 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.

3.29 Residential conversions will also be supported within this area, particularly where these help to bring back into use either vacant or underutilised heritage assets. When submitting residential conversion proposals, applicants should have regard to Policy A1 to ensure the amenity of both existing and likely future adjacent occupiers are duly considered, and if necessary, mitigated against the impact of the development.

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

Regent Road

Policy GY5: Regent Road

The Regent Road area defined on the Policies Map will be promoted as a vibrant link between the seafront and town centre in terms of both access and activities.

New development proposals and uses will be supported where it:

- a. provides year-round active ground floor frontage to Regent Road;**
- b. conserves or enhances the Conservation Area and the setting of any nearby Listed Buildings, particularly with regard to any shopfronts and/or advertisements;**
- c. integrates successfully with any existing residential or holiday accommodation properties in the immediate vicinity, and preserves or enhances the amenities of their occupiers; and**
- d. does not undermine the vitality or viability of Great Yarmouth Town Centre.**

Subject to the criteria above, the following uses will be supported in Regent Road.



- e. Ground-floor retail, food and drink uses (A1, A3, A4 & A5).**
- f. Leisure uses (D2).**
- g. Upper floor self-contained residential accommodation.**

Uses which meet both tourist and local needs would be especially welcomed.

Policy Justification and Supporting Text

3.31 Regent Road is a strategically important link between the town centre and the seafront providing a range of retail, cafe, restaurant and leisure uses. This policy supports development proposals that will improve the overall quality of development, and conserving and enhancing the best of the character of Regent Road in order to strengthen this strategic historic, cultural and commercial link between the seafront and the town centre. This area is currently constrained from reaching its full potential, in part due to the preponderance of the seasonality of uses focused on summer tourism. Therefore, the policy seeks to redress this balance by encouraging new retail and leisure uses which support year-round use and maintain active frontages to Regent Road.

3.32 Regent Road is excluded from being within the Great Yarmouth Town Centre boundary. Therefore to appropriately balance the strategic aim of improving Regent Road's offer and role in Great Yarmouth without undermining the vitality and viability of Great Yarmouth's town centre, a threshold of 200sqm (net) is used as a basis to determine the scale that retail development uses will be considered generally appropriate in Regent Road, without having to undergo sequential assessment. This is based upon the Council's adopted impact assessment threshold set out in Policy CS7.

3.33 When assessing individual proposals for retail (A1, A3, A4 & A5) and leisure (D2) uses in Regent Road, these will only be permitted where it provides ground floor frontage to Regent Road and does not exceed 200sqm (net) floorspace. Retail (A1, A3, A4 & A5) and leisure (D2) uses over 200sqm (net) floorspace, or other main town centre uses will only be considered in Regent Road where these meet the requirements of the retail sequential and impact assessments.

3.34 All hot-food/takeaway proposals (A5) will also need to have regard to Policy R7 to ensure that they are compatible with the amenity of the area and do not have any adverse effects on neighbouring uses and occupiers.

3.35 Regent Road has a number of heritage assets including Grade II* Listed St Mary's Church, Grade II Listed Regent Cinema, townhouses, and a conservation area covering its entirety. All new development proposals including changes of use and new shopfront/advertisements in Regent Road will be required to contribute positively to the historic character of the area.

3.36 A mix of uses serving the needs of the local community and visitors alike is encouraged. Regent Road also provides accommodation for local residents and visitors, therefore development that respects and provides opportunities to improve the amenity of existing and future occupiers will be sought.



Great Yarmouth Seafront Area

Policy GY6: Great Yarmouth Seafront Area

Within the 'Great Yarmouth Seafront Area' as defined on the Policies Map, the Council principally aims to:

- a. encourage year-round, sustainable tourism;
- b. encourage investment in major new tourism, leisure and entertainment facilities;
- c. resist the loss of key tourism uses to non-tourism uses;
- d. conserve the seafront's heritage assets and bring them back into viable, active use where possible;
- e. promote high quality design;
- f. maintain and improve the public realm and the area's open spaces; and
- g. manage access and traffic.

The following uses will be generally encouraged within the Great Yarmouth Seafront Area, subject to the consideration of compatibility with the existing surrounding uses and potential impact on the character and setting of the Seafront Conservation Area.

- h. Hotels.
- i. Self catering accommodation.
- j. Bed & Breakfast establishments where the owner is resident on the premises.
- k. Food and drink uses.
- l. Holiday entertainment.
- m. Dance halls and nightclubs.
- n. Amusement arcades.
- o. Sport and leisure facilities.
- p. Other ancillary facilities and uses to support the above.



Self-contained residential apartments, offices and similar business uses will only be permitted on upper floors of buildings. Residential accommodation which is not self-contained, houses of multiple occupation, hostels and similar uses, will not be permitted within the Seafront Area.

Policy Justification and Supporting Text

3.37 Great Yarmouth's Seafront Area provides the main focus for holiday makers with the greatest concentration of tourist attractions and range of other related tourism and entertainment uses. It is therefore strategically important to the Borough's economy.

3.38 The holiday market is changing, and this policy provides sufficient flexibility to support major and incremental investment in the seafront area to support the evolution and improvement to its overall offer. This policy also provides further detail to Core Policy CS8 to assess development proposals and appropriate uses along the Seafront.

3.39 Maintaining and encouraging new vibrant and visually active uses along the seafront is fundamental for the continued vitality of the Borough's tourism, leisure and cultural offer. They provide interest and 'pull' along the extent of its area, help to encourage a variety of visitors, spend and footfall throughout the year. In furtherance of this, investment in new leisure, entertainment and tourist uses will be flexibly supported throughout the Seafront Area and particularly where this maintains or re-introduces ground floor frontage and/or activity to the seafront. Tourist and leisure proposals which activate the upper floors of seafront buildings will also be positively encouraged, particularly where this helps to secure the long-term maintenance and integrity of heritage assets.

3.40 Food and drink uses such as restaurants (A3), pubs (A4) and hot-food takeaways (A5) provide a complementary function to the tourist and leisure offer along the seafront. However, it is necessary to manage these proposals more carefully to ensure that their proposed concentration (as a main town centre use) does not undermine the vitality of Great Yarmouth town centre, nor the amenity of adjacent residents or business occupiers, especially where in the form of new kiosks or stalls. Individual proposals for new A3, A4 & A5 uses will be considered generally acceptable in principle where it provides up to 200sqm (net) floorspace in the Seafront Area. Proposals over 200sqm (net) floorspace will only be considered acceptable where these meet the requirements of the retail sequential and impact assessment. Under both circumstances, proposals will need to satisfy compliance against Policies R6 and R7.

3.41 The Council will resist the loss of tourism uses to non-tourism uses where it currently provides ground floor activity or frontage to the Seafront Area. Within upper floors there will be more flexibility to determine non-tourist related uses. Where it is demonstrated that there is no longer a need for upper-floor tourist related uses, the Council may allow self-contained residential apartments, offices and similar business uses to support the viability and vitality of the area. Proposals for residential accommodation which is not self-contained, houses of multiple occupation, hostel and other similar uses will not be permitted within the Seafront Area.



3.42 The Seafront Area contains many nationally recognisable listed buildings, including the Britannia and Wellington Piers, former Empire Cinema, Hippodrome and Winter Gardens, and also lies mostly in, or adjacent to, multiple conservation areas including the Seafront conservation area. The quality and condition of the Seafront's heritage assets is currently of some concern, with the Grade II* Winter Gardens and seafront conservation area both being identified by Historic England as being in poor condition⁽³⁾. There is a need to ensure that all development proposals both complement and enhance the historic fabric of the Seafront Area, have regard to the setting of designated heritage assets and be of high quality design in line with Policies CS9, CS10, and E5 and the National Design Guide. Proposals which seek active, viable uses of key seafront heritage assets will be particularly encouraged and supported for the benefit of maintaining the long-term maintenance and integrity of heritage assets. Proposals for new illuminated signage and advertisements will also be managed carefully, in line with Policies CS9 and A3 to balance their needs against their potential impact on the amenity and character of designated heritage assets.

3.43 The Seafront's public realm facilities and open space will continue to be upgraded or enhanced for the needs and enjoyment of residents and tourists and businesses operating in the area. Consideration will be given to the provision of new public facilities such as toilets, seating and shelters, and well designed, attractive signage wayfinding to optimise the use of open space, the beach and wider resorts and facilities linked to the town centre and train & bus stations. The Council will also consider ways in which to address deficiencies in the public realm, for example seeking environmental improvements or encouraging the replacement or alteration of buildings and structures which present a blank facade at ground level or an impediment to pedestrian movement.

3.44 The Council will continue to liaise with the local highway authority, public transport providers and local accessibility groups to strengthen pedestrian and cycling access throughout the Seafront area, and ensure, as far as practicable, access for people with disabilities to all public areas and facilities. Where new parking for cars, motorcycles, cycles and coaches is required, proposals will be considered where the form does not detract from the streetscape and holiday appeal of the seafront.

Great Yarmouth Back of Seafront Improvement Area

Policy GY7: Great Yarmouth Back of Seafront Improvement Area

Within the 'Back of Seafront Improvement Area', as defined on the Policies Map, the aims will be to:

- a. improve the character, amenity and physical conditions of properties by encouraging existing and new uses and investment which strengthen its positive characteristics;**
- b. improve the street scene through environmental improvements and the encouragement of the refurbishment and maintenance of properties;**

3 Heritage at Risk Register, Historic England



- c. avoid uses which typically give rise to disturbance and loss of amenity; and**
- d. Use available enforcement powers pro-actively to control developments adversely affecting the area.**

In order to achieve those aims the following uses will be encouraged in the area.

- e. Self-contained dwellings (including houses and apartments).**
- f. Hotels providing wholly or predominantly short term holiday accommodation.**
- g. Offices and other B1 businesses uses.**
- h. Health and related facilities.**
- i. Professional services to visiting members of the public where the likely number and types of visits will not give rise to disturbance and are compatible with the limited on street parking in the locality.**
- j. The development of further Houses in Multiple Occupation (and commensurate uses) within this area will be resisted, and such uses steered to alternative locations.**

In determining applications for development in this area the following considerations will be given particular attention.

- k. Improvement to the physical condition and maintenance of properties will be encouraged.**
- l. Resisting the infilling of curtilages to the rear of sides of existing properties.**
- m. Provision of adequate, concealed bin storage for the intended use, of out sight from the street.**
- n. Flexibility in the current parking arrangements.**

Policy Justification and Supporting Text

3.45 The above policy provides guidance for assessing development proposals and appropriate uses in areas at the back of Great Yarmouth seafront. These areas are built up and largely contain Bed and Breakfast (B&B) establishments and residential properties. As the demand for holiday accommodation has changed over the years, the previous predominance of hotels and B&Bs in this areas has lessened. The intention of the policy is to manage that process of change.



3.46 The area has significant potential for the future by making the best use of its pleasant buildings, proximity to the sea and relatively low property values. A study into appropriate land uses in the former 'Borough-Wide Local Plan' Secondary Holiday Accommodation Areas, identified the potential of encouraging more family occupancy and professionals' offices in to the area, but recognised the challenges of limited parking and an increasingly run down character.

3.47 The Council has previously undertaken successful environmental enhancements in parts of the area, but there is not sufficient funding currently available for this to be rolled out over the whole area. Notwithstanding this, this policy provides a clearer steer to the future management of spaces and amenity within the area, including the resistance of infilling of some building curtilages to avoid additional pressure on parking space and ensuring adequate and concealed bin storage to maintain and improve the character and amenity of the area.

3.48 Within the area, consideration will also be given to providing some flexibility in car parking provision requirements in order to encourage investment in the locality and in recognition of the constraints of the layout of the area and the proximity of public transport and public parking facilities. However, changes which would place major demands on parking in the locality will be resisted in order to avoid significantly exacerbating the existing pressure on parking in the locality.

3.49 There has been a tendency over a number of years for former hotels and B&Bs in the area to become Houses in Multiple Occupation (HMOs), and this has led to complaints and generally more negative perceptions of the area. While there is a recognised need for HMOs in the Borough, a significant minority of them can result in problems for neighbouring occupiers, and an increasing concentration of them is not conducive to either the continued success of the remaining tourism businesses, nor in gradually developing a positive new character for the area. The policy therefore seeks to resist further HMO use in this particular area.

3.50 The policy provides positive encouragement of other forms of residential accommodation and professional uses which will contribute to improving the character and physical condition of the buildings, and more generally improve the overall appearance of the area. To help manage this transition of uses, particular on the amenity of existing and adjacent occupiers, Policy A1 (Amenity) should be considered.

Great Yarmouth Racecourse

Policy GY8: Great Yarmouth Racecourse

Within the 'Great Yarmouth Racecourse' area, as defined on the Policies Map, the existing racecourse use will be safeguarded for its role as a major visitor attraction and local amenity.

Support will be given to development proposals which:

- a. are ancillary to the racecourse use;**



- b. help secure the racecourse's long term future; and**
- c. protect and enhance the North Denes SSSI located within the race track.**

Policy Justification and Supporting Text

3.51 This policy provides a positive approach to help guide the future long term use of the Great Yarmouth Racecourse, a strategically important leisure facility and visitor attraction. The Great Yarmouth Racecourse has been established on the North Denes since the 1920s, and provides a major 'all year round' visitor attraction that contributes to the tourism offer in the Borough and the wider region, being only one of two horse racing courses within Norfolk (the other being Fakenham). The policy seeks to safeguard the racecourse and maximise its future role in contributing the Borough's tourism and leisure offer. The policy therefore complements the ambitions of Policy CS8 of the Core Strategy.

3.52 In recent years the use of the racecourse and its ancillary facilities have been widened to flexibly accommodate alternative tourism uses such as conferencing and wedding facilities and areas for camping and caravanning leisure. This policy therefore continues to support future development proposals which are both ancillary to the racecourse and expected to continue securing its long term future use for the benefit of the tourism economy, both locally and regionally.

3.53 Within the centre of the racecourse lies part of the North Denes Site of Special Scientific Interest (SSSI).

3.54 New development proposals will be assessed in combination with Policy A1 (Amenity) and Policy CS11(a) (Enhancing the natural environment) to minimise any unreasonable impact upon the amenities of existing and future businesses, as well as the integrity of the North Denes SSSI.

Great Yarmouth North Denes Airfield


Policy GY9: Great Yarmouth North Denes Airfield

The continued use of the North Denes airfield for aeronautical use, and especially helicopter operations, will be encouraged in the interests of the long term value of the facility to the area's offshore and other industries.

Development to facilitate such operations, including crew, passenger, maintenance and storage facilities will be supported.

Temporary changes to alternative uses would be acceptable if it would not prejudice its long term availability for the intended aeronautical use.

Development which would lead to permanent loss of the aeronautical use will be resisted unless it can be conclusively demonstrated that there is no realistic potential for such use in the longer term.



Any new built development proposals will need to be accompanied with a site-specific Flood Risk Assessment.

Policy Justification and Supporting Text

3.55 This policy complements Core Policy CS16(f), providing the framework by which the continued availability and re-use of North Denes Airfield for aeronautical uses will be encouraged.

3.56 Although the use of the airfield for helicopter operations has been suspended by the current owner (who has focused its operations elsewhere) the airfield is a specialised and finite facility, located off the Norfolk coast and on a main transport corridor with good links to Great Yarmouth and its Enterprise Zones. The retention of the airfield is therefore considered necessary given its strategic importance in the context of the continued growth of the offshore energy sector in Great Yarmouth and the Borough's economy overall.

3.57 The Council's Level 1 Strategic Flood Risk Assessment identifies the airfield as being within Indicative Flood Zone 3b. To clarify the risk from flooding, any new built development proposals will need to be accompanied with a site-specific Flood Risk Assessment. If the Assessment confirms that the site is within Flood Zone 3b, new built development will be prohibited, being contrary to national policy.

Great Yarmouth Port & Harbour Area

Policy GY10: Great Yarmouth Port & Harbour Area

The Port and Harbour Area defined on the Policies Map will be reserved for port activities such as maritime related transport, storage, industrial and office uses, and small scale uses ancillary to these.

Proposals for port related developments, and in particular development related to the offshore energy industry, will be encouraged.

Business uses and infrastructure which are unrelated to port operations will be permitted only where it can be demonstrated it is compatible with the continuing long term availability and adequacy of port related land. In particular that of the quays and land immediately adjacent to them must be available for port-related surface storage and to facilitate the requirements of vessels moored at the quayside.

Existing business uses which do not conform to the above will be given assistance to relocate elsewhere where this frees up land to strengthen port related activities in general, and the offshore energy sector in particular.

Housing will not be permitted in the Port and Harbour Area, because of its strategic significance for the Borough's economic future.



Policy Justification and Supporting Text

3.58 The port, quays and harbour in Great Yarmouth are key strategic infrastructure assets for the Borough supporting offshore-related industries, and particularly the offshore energy industry. In accordance with Policy CS6, the above policy recognises the strategic need and importance of retaining land for such uses. The strategic importance of the South Denes part of the port area is recognised in the Norfolk Strategic Planning Framework.

3.59 Within part of this area there are further opportunities to encourage offshore energy and related port and logistics activities at the South Denes Enterprise Zone; and within the Local Development Order (LDO) for South Denes (2012) which enables some types of development through self-certification.

3.60 Existing business uses that do not contribute to offshore-related industries are given assistance by the Borough Council to relocate to a suitable alternative location, freeing up further land for the appropriate uses.

3.61 In determining new proposals for port related developments, applicants should have particular regard to the impact of traffic from increased port activity on the Great Yarmouth seafront and wider town area, in compliance with Core Policy CS16.

3.62 Residential development is not considered to be compatible with port related activity, as it would permanently reduce land conveniently located for port related activities. This would compromise the strength and future potential of one of the Borough's key growth industries. Accordingly, residential development will not be permitted in the Great Yarmouth Port and Harbour Area.

Gorleston-on-Sea

3.63 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 conurbation.

3.64 Gorleston has a long history of port-related industry including fishing, shipbuilding and, more recently the offshore energy industry. The town is also a popular seaside resort, offering more modest facilities than Great Yarmouth but with a distinctive character of its own. Features include Gorleston Pavilion and the Ocean Room, along with its golden sandy beach.

3.65 Gorleston has a number of major economic drivers. Beacon Park Business Park has been one of the country's most successful Enterprise Zones, and now hosts a regionally significant cluster of offshore, renewable and other high-tech businesses. In addition, the James Paget University Hospital is a strategic community facility serving an area stretching beyond the Borough and County boundaries, which also provides a large number and variety of jobs to the area. Gorleston Town Centre is a thriving, resilient high street, providing day-to-day food, services, and evening economy uses and functions.



South of Links Road Housing Allocation

Policy GN1: Land south of Links Road, Gorleston-on-Sea

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

- a. Provision of safe and appropriate access(es) to Links Road including any consequential improvements between Links Road and the A47 roundabout and necessary improvements to integrate into the existing pedestrian and cycling networks.
- b. Parking spaces should have regard to Norfolk County Council standards for provision, with a mix of parking solutions applied to ensure a well-designed and safe environment for all users.
- c. A mix of housing sizes, types and tenures must be provided, including:
 - a minimum of 15% affordable housing, provided on site, with the tenure mix reflecting the needs and demands of the local area; and
 - provision of retirement and/or housing with an element of care equivalent to at least 10% of the total housing for the site (50 units or more), which must be delivered before occupation of the 250th dwelling on the site (or the 50% level, if the overall number of houses proposed is lower than 500).
- d. Provision of appropriate structural landscaping and new publicly accessible open space of at least 5.15 hectares south of Masons Farm to:
 - mitigate the visual impact of the development, especially from views to the south from Hopton-on-Sea; and
 - provide an acoustic barrier to the A47.
- e. Financial contributions will be required towards the improvement of local primary schools.
- f. Financial contributions will be required towards the improvement of local healthcare facilities.
- g. Financial contributions will be required towards enhanced library provision to serve the development.
- h. Development should exhibit exceptional urban design and include a series of locally distinctive, walkable neighbourhoods set in an overall framework of a thoughtful and high-quality design ethos.



- i. **A variety of materials and finishes/treatments across the development should be applied with innovation and local distinctiveness clearly evidenced.**
- j. **Retention of trees where practicable and replacements provided where trees are removed.**
- k. **Protect and enhance biodiversity across the site and ensure that where appropriate, mitigation measures are undertaken.**
- l. **Submission of a site-specific Flood Risk Assessment.**
- m. **Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system could contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the sustainable drainage measures should be included with the submission.**
- n. **Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.**
- o. **Submission of a Transport Assessment and Travel Plan and provision of measures necessary to mitigate impacts and encourage sustainable travel.**
- p. **Submission of a Heritage Impact Assessment accompanied by the results of an archaeological field evaluation, with any relevant mitigation measures set out.**
- q. **A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.**

Policy Justification and Supporting Text

3.66 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-on-Sea, 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.

3.67 The allocation site is on the southern edge of the built-up area of Gorleston-on-Sea, between the A47 trunk road and Warren Road. The site is currently in arable use.

3.68 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 or the cycling network.

3.69 Vehicular access is possible off Links Road, which provides a suitable carriageway width for through traffic. 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. Highway modelling to inform the Local Plan has identified that development on this site has the potential to impact upon the capacity of the A47/Beaufort Way roundabout. This should be further investigated through a site-specific Transport Assessment with necessary mitigation identified and secured. A Travel Plan should also be submitted identifying measures to encourage sustainable modes of transport.

3.70 The site will be expected to provide 15% affordable homes (approximately 75 dwellings) on site. This level of affordable housing provision has been blended to take account of the site straddling two affordable housing market areas.

3.71 An element of retirement and/or housing with an element of care, such as sheltered housing, very sheltered housing, extra care housing or a care home, totaling at least 10% of the housing units on site (about 50 units) should also be provided to meet the needs 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. The affordable housing requirement will not apply to the accommodation comprising retirement/extra-care, care housing, as this type of housing has less viability to cross-subsidise the delivery of affordable housing.

3.72 The design of the whole scheme is exceptionally important. The development should be designed so that it creates a locally distinctive neighbourhood which is sympathetic to the environment it lies within. There should be a good variety of house types and styles and a variety of different materials and treatments used, as well as thoughtful landscaping, green infrastructure and tree-planting to encourage healthy living. Design tools such as the Building for Life criteria should be applied when designing the scheme and assessing the quality of the design. Proposals will need to be in accordance Policies CS9 and A2 on design and the National Design Guide.

3.73 The layout and design of the main roads within the site must enable appropriate permeability by buses. The layout of all streets should have regard to desire lines for pedestrians to minimise the length of journeys. As such cul-de-sacs, private drives and road with unnecessary bends which frustrate pedestrian and cycle movements should be avoided.

3.74 Car parking provision within the site should have regard to Norfolk County Council Parking Standards both with regarding to the number of spaces per dwelling and the width of parking spaces to accommodate modern cars (2.5m). Parking provision should include a mix of solutions including on-plot parking, well designed on-street parking and parking courts. Rear parking courts should only be used in limited circumstances where spaces are well surveilled, secure and close to the respective dwellings. Continuous front curtilage parking should be avoided as this creates a car-dominated environment as well as limiting



the scope for on-street visitor parking. Where garages are provided they must be a minimum of 3m wide (internal dimensions) to allow people to park within them and be able to open the car doors sufficiently wide to enter/leave the car with relative ease.

3.75 There is a lack of capacity in nearby primary schools, therefore a financial contribution of £1,970,000 (£3,940 per dwelling) will be required to expand local primary schools.

3.76 The development will put pressure on existing primary, acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £1,157,614 (£2,315 per dwelling).

3.77 The development will put pressure on the existing Gorleston library, therefore it is necessary for the development to make a contribution of £159,500 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

3.78 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 (south of Masons Farm), 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. Part of the site may also be used to facilitate rollback of the adjacent golf course. Whilst the precise details of the open space provision (such as the mix of facilities) 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 (currently emerging) Policy H4.

3.79 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 intended surface water strategy.

3.80 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.

3.81 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

3.82 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. 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, in line with the Council's Habitats Monitoring and Mitigation Strategy.



Table 3.2 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽⁴⁾
Education (expansion of local primary schools)	n/a	£1,970,000 (£3,940 per dwelling)
Primary, Acute, Intermediate and Mental Healthcare	n/a	£1,157,614 (£2,315 per dwelling)
Library Improvements	n/a	£159,500 (£319 per dwelling)
Public Open Space	5.15 hectares	n/a

Emerald Park Housing Allocation

Policy GN2: Emerald Park, Gorleston-on-Sea

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

- a. 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.**
- b. Provide a mix of housing types and sizes, including a minimum of 10% affordable dwellings to reflect the needs and demands of the local area.**
- c. Re-provision of an 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.**
- d. Submission of an archaeological field evaluation prior to development, in accordance with the NPPF.**
- e. Retain existing trees along the south western border of the site in accordance with the Tree Preservation Orders.**
- f. 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.**

⁴ Financial contributions have been estimated based on costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change



- g. Financial contributions will be required towards enhanced library provision to serve the development.**
- h. Financial contributions will be required towards the improvement of local healthcare facilities.**
- i. Provide a financial contribution for off-site open space.**
- j. Submission of a site-specific Flood Risk Assessment.**
- k. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system could contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the sustainable drainage measures should be included with the submission.**
- l. Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.**
- m. Submission of a Transport Assessment and Travel Plan and provision of measures necessary to mitigate impacts and encourage sustainable travel.**
- n. A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.**

Policy Justification and Supporting Text

3.83 The 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 is currently 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 (Wheatcroft Farm), 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.

3.84 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.

3.85 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 be lost as 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).

3.86 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.

3.87 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.

3.88 The development will put pressure on the existing Gorleston library, therefore it is necessary for the development to make a contribution of £31,900 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

3.89 The development will put pressure on existing primary, acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions Model it is estimated that the contribution from this site will need to be in the region of £209,563 (£2,096 per dwelling).

3.90 Policy H4 sets out the open space requirements for residential developments. In accordance with this, the above policy seeks to provide off-site open space owing to the limited size of the site and quantity of housing proposed. At the time of writing, the contribution would be £180,000 for 100 houses.

3.91 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

3.92 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. 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.

3.93 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 writing this plan neither have yet been determined.



Table 3.3 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽⁵⁾
Primary, Acute, Intermediate and Mental Healthcare	n/a	£209,563 (£2,096 per dwelling)
Library Improvements	n/a	£31,900 (£319 per dwelling)
Public Open Space	n/a	£180,000 (£1,800 per dwelling)

Land at Ferryside, High Road, Housing Allocation

Policy GN3: Land at Ferryside, High Road, Gorleston-on-Sea

Land at Ferryside, off High Road, Gorleston (0.56 hectares) as identified on the Policies Map, is allocated for approximately 20 dwellings. The site should be developed in accordance with the following site specific criteria.

- a. Provision of safe and appropriate access to the satisfaction of the local highways authority, including:
 - appropriate vehicular access to be taken off High Road; and
 - appropriate footway improvements and visibility splays to Ferry Boat Lane.
- b. Provide a mix of housing types and sizes, including a minimum of 10% affordable dwellings to reflect the needs and demand of the local area.
- c. A well designed scheme that is sympathetic to the surrounding historic character of the area.
- d. Retention of the historic flint wall.
- e. Retention of all trees with Tree Preservation Orders.
- f. Car parking provision for residents and guests.
- g. Financial contributions will be required towards enhanced library provision to serve the development.
- h. Financial contributions will be required towards the improvement of local healthcare facilities.

⁵ Financial contributions have been estimated based on the costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change



- i. **Provide a financial contribution for off-site open space.**
- j. **No development shall take place until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority.**

Policy Justification and Supporting Text

3.94 The site is within the existing built up area of Gorleston. The land is brownfield, with a disused office building occupying the site. Surrounding land uses include residential to the south and a fire station with business/industrial uses to the north and east associated with the river frontage.

3.95 The site is within walking distance of Gorleston town centre and other amenities including schools and a health centre. There is a bus stop in front of the site offering regular bus services between Gorleston and Great Yarmouth.

3.96 Vehicular access should be from High Road with appropriate improvements to footway provision and visibility splays to Ferry Boat Lane.

3.97 The site is within a conservation area, in close proximity to a number of listed buildings, and there are protected trees within the site. The site itself contains a building of local heritage interest, but this is now partially demolished. A flint wall running to the boundary of the Malthouse Lane contributes to the amenity of the site. A well designed scheme that is sympathetic to the local environment, i.e. retaining key features including the protected trees and the historic flint wall, has the potential to positively enhance the character of the site and the conservation area.

3.98 The site has been identified by the Norfolk County Council Environment Service as having considerable archaeological potential. Remains are anticipated relating to a former Augustinian Friary and this historic River Yare crossing point. The policy therefore requires an Archaeological Written Scheme of Investigation to be submitted to the Borough Council for consultation with Norfolk County Council Environment Service prior to the commencement of the development.

3.99 The development will put pressure on the existing Gorleston library, therefore it is necessary for the development to make a contribution of £6,380 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

3.100 Policy H4 sets out the open space requirements for residential developments. In accordance with this, the above policy seeks to provide off-site open space owing to the limited size of the site and quantity of housing proposed. In line with Policy H4, the contribution would be £36,000 for 20 houses (£1,800 per dwelling).

3.101 The development will put pressure on existing primary and acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on



modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £33,569 (£1,678 per dwelling).

3.102 The site is within an area where development is likely to give rise to in-combination effects on internationally protected habitats and species. This will necessitate the payment of a contribution per dwelling, in line with the Council's Habitats Monitoring and Mitigation Strategy.

Table 3.4 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽⁶⁾
Primary and Acute Healthcare	n/a	£33,569 (£1,678 per dwelling)
Library Improvements	n/a	£6,380 (£319 per dwelling)
Public Open Space	n/a	£36,000 (£1,800 per dwelling)

Beacon Business Park

Policy GN4: Beacon Business Park

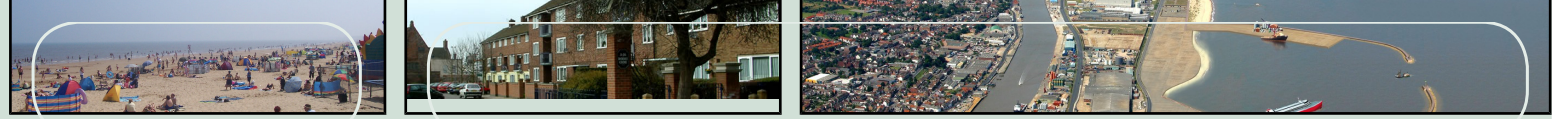
The land defined as the Beacon Business Park as indicated on the Policies Map, will be reserved for development proposals for new, extended or replacement business uses (falling under class uses B1 and B8) which are of high quality and distinctive design. Business uses will be particularly encouraged where they promote higher value technology, research and development sector business uses, and those associated with the offshore energy industry.

Residential development, and industrial business uses (falling under class uses B2 and related Sui Generis Uses) or those uses which could give rise to excessive disturbance on existing occupants will not be permitted within this area.

Policy Justification and Supporting Text

3.103 Beacon Business Park has been a major success story for the Borough. With the benefit of Enterprise Zone status, it has grown to a regionally important employment site with a specialist focus on the offshore energy industry, and is recognised as such in the Norfolk Strategic Planning Framework. The site provides employment and business space for high tech sectors including the offshore energy industry.

⁶ Financial contributions have been estimated based on the costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change



3.104 Some forms of development can be permitted by 'self-certification', a simplified form of planning permission through the Beacon Park Local Development Order (2012) applying to the original business park area. This policy addresses development proposals that fall outside of the Local Development Order parameters and therefore require express planning permission.

3.105 Heavy industrial development would not be compatible with the high quality office space (and other related businesses) encouraged on this business park, and would compromise its appeal and long term success in attracting the target type of businesses. Such uses should therefore be located on other suitable employment sites. (The South Denes area, for example, makes provision for the heavier industrial activities of the offshore energy sector).

3.106 Residential development is considered inappropriate within this specialist employment area, and if permitted would reduce land available to support the offshore energy industry, and could compromise the strength and success of the industry within the local economy. Ample residential land is available nearby and elsewhere in the Borough. Accordingly, residential development will not be permitted within Beacon Business Park.

Beacon Park Business Park Extension

Policy GN5: Beacon Business Park extension

Land west of the existing business park at Beacon Park (comprising approximately 20 hectares), as defined on the Policies Map, is allocated for employment uses (use classes B1 and B8).

Particular encouragement will be given to uses associated with:

- a. the offshore energy industry;**
- b. higher value technology and employment (directly or supporting in the locality); and**
- c. research and development activities.**

Development proposals should both contribute to, and complement the existing environmental quality in the surrounding development through high standards of design quality, distinctiveness and connectivity for both buildings and landscaping.

Residential development will not be permitted. Exceptionally, other business uses and premises (such as heavy industry, large scale storage and distribution) will be permitted only where they can satisfactorily demonstrate they will not unacceptably erode the environmental, amenity and design standards intended for this business park.



A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible

Policy Justification and Supporting Text

3.107 Building on the success to date of Beacon Business Park, it is proposed to extend the business park. The extension of the Enterprise Zone for this area of land has already been agreed.

3.108 In accordance with Core Strategy Policies CS6(c) and CS18(e), the above policy allocates an extension to the west of the existing business park at Beacon Park (identified in Policy GN4) with a focus on high quality office space, light industry, research and development, and especially uses associated with the offshore energy industry. The site will need to be developed at a high standard to maintain the strategic importance of this business park and attract the appropriate occupiers. The detailed layout and landscaping will need to have regard to surrounding uses of land and should enhance connectivity to encourage walking and cycling.

3.109 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

Shrublands Community Facility

Policy GN6: Shrublands community facility

Land at Shrublands, Gorleston on Sea, (2.4 Hectares) as identified on the Policies Map, is allocated as a mixed use scheme for healthcare facilities, community facilities and an ancillary element of housing with care. The site should be developed in accordance with the following site specific criteria.

- a. Provision of vehicular access to be taken off Magdalen Way only.**
- b. Provision of a new healthcare facility to help meet the current and future needs of local NHS providers.**
- c. Provision of an ancillary element of housing with care.**
- d. Conserve and enhance the setting of heritage assets including:**
 - retention and reuse of the onsite Grade II listed farmhouse building; and**
 - consideration of the Grade II listed Cemetery Chapel and Lodge;**



- e. **Parking to be provided having regard to the Norfolk County Council Parking Standard for the healthcare and community uses.**
- f. **An element of community use is to be retained on site (including the use of open space and existing buildings or any potential new buildings) and if this is not feasible, compensatory provision of community facilities to an equivalent quality with accessibility to the local community that it serves will be required.**
- g. **Retention of trees where practicable replacements provided where trees are removed.**
- h. **Submission of a site-specific Flood Risk Assessment demonstrating how the site can be developed and occupied safely.**
- i. **Submission of details showing how sustainable drainage measures will integrate with the design of the development and a suitable plan for the future management and maintenance of the Sustainable drainage systems should be included.**
- j. **Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.**

Policy Justification and Supporting Text

3.110 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. This allocation would allow the permanence of the healthcare provision on this site whilst allowing the site to be updated to provide healthcare to future anticipated standards.

3.111 The retention of the farmhouse building and consideration of the potential impacts on its setting is sought owing to its historic importance as a Grade II listed building and its general significance on the site. The complementary reuse of the building is also sought due to its current under-utilisation and potential for future community or healthcare uses. The design and landscaping of the site will also need to consider the setting of the two Grade II listed buildings within the cemetery north of the site.

3.112 The site should provide car parking to meet the anticipated demand for the site having regard to the latest parking standards set out by Norfolk County Council as the Local Highway Authority. The site should also provide appropriate point of access to the satisfaction of the Local Highway Authority, taken off Magdalen Way.

3.113 The current availability of community use on site should be facilitated in any future scheme for the site and future provision made. If this cannot be achieved, owing to the extent of redevelopment or intensification of uses on site, then a replacement community facility of equivalent quality which is accessible to the same community that it serves will be required in accordance with Policy CS15.



3.114 An element of housing with care should be provided on the site as this would be compatible with the healthcare use currently provided on site and the permanence of healthcare facility which this policy is seeking to safeguard. This would have to be at an appropriate scale to not prejudice the delivery of the healthcare facility.

3.115 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.



Key Service Centres

3.116 The Core Strategy identifies the settlements of Bradwell and Caister-on-Sea as 'Key Service Centres' to deliver approximately 30% of new housing growth over the plan period. A large amount of development is already committed in the Key Service Centres through existing permissions, strategic allocations (with the phased construction of CS18 – Beacon Park, south Bradwell) and an allowance for windfall, as well as units already completed.

3.117 The table below sets out a summary of proposed housing delivery within the Key Service Centres.

Table 3.5 Summary of expected housing delivery in Key Service Centres

Homes Built 2013-2019	Existing Housing Commitments	Homes allocated in Local Plan expected to be delivered in plan period	Anticipated Windfall	Total Growth 2013-2030
474	1199	505	46	2224

Bradwell

3.118 Bradwell is one of the larger settlements in the Borough with a current population of around 10,500 people. It is located in the south of the Borough, contiguous with Gorleston and close to Great Yarmouth.

3.119 Bradwell has evolved from a small rural community: a collection of hamlets and farmsteads clustered around commons and greens, that saw little change until the 20th century. During the 1950s the settlement grew substantially towards the railway in the north and Gorleston to the east, with further waves of major estate scale development taking place during the 1980s and 1990s.

3.120 Bradwell now has a predominantly residential character. It has relatively good public transport links, but few local shops or employment opportunities (excluding the nearby Beacon Park Business Park) for its size, nor an obvious 'centre'.

3.121 The Core Strategy includes major urban extension to the south of Bradwell, which is currently under construction. This will eventually provide a further 1,000 new homes, new land for employment, and community facilities such as a new primary school and a district shopping, etc. centre.



3.122 The Council's Strategic Flood Risk Assessment has identified that the built up area of Bradwell is generally not constrained by fluvial flood risk. The risk from surface water flooding is significantly higher, given the urbanised nature of the settlement. The areas along Lords Lane, Sun Lane and Primrose Drive have been identified as particularly at risk by the Great Yarmouth Surface Water Management Plan.

Beacon Park District Centre

Policy BL1: Beacon Park District Centre

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

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

- a. A retail food superstore.
- b. Petrol filling station.
- c. Other complementary uses ancillary to A & B above, to support the vitality and viability of the District Centre, limited to:
 - A3, A4 & A5 uses;
 - car showrooms;
 - social & healthcare facilities; and
 - leisure, art & cultural facilities.

In determining proposals for the uses listed above, the Council will have regard to the scale and nature of each proposal relevant to its position within the overall retail hierarchy.

The planning and layout of the proposed Beacon Park District Centre should be developed in accordance with the following site-specific criteria.

- a. New car showrooms, petrol filling stations and proposed A3, A4 and A5 uses should be positioned with clear visibility and proximity from Beaufort Way.
- b. Structural landscaping should be provided across the site and along the north-western and eastern perimeters of the site.
- c. 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.



- d. Submission of a site-specific Flood Risk Assessment.**
- e. Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.**
- f. 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 of the development.**

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 future direct connection between the District Centre and hospital.

Policy Justification and Supporting Text

3.123 In accordance with Core Strategy Policy CS7(a), the above policy provides strategic detail on the nature of the new District Centre and how it should be delivered in order to serve residents and workers in the Beacon Park growth area and the wider fringes of Bradwell and Gorleston. The policy provides further detail as to the types and manner of the uses to be brought forward in the District Centre.

3.124 The principal use brought forward in the centre is a major new foodstore and petrol filling station to meet local needs arising from the development of housing and business premises in the vicinity. The provision of a major new foodstore and petrol filling station will also help to drive footfall and therefore the viability of other ancillary retail and community uses within the District Centre, which are critical to promote social interaction and sustain cohesive communities.

3.125 The policy allows a degree of flexibility in its development to accommodate the anticipated layout and positioning of the proposed uses, particularly in relation to likely access and goods and servicing requirements. Proposed uses such as car showrooms, petrol filling stations or 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.

3.126 New residential development is planned beyond both the site's north-western boundary and to the east, adjacent Woodfarm Lane. Appropriate structural landscaping should be provided along these perimeter boundaries 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. Landscaping will also be required to soften the impact of surface car parking and reduce appearance of a car dominated environment. Buildings should be aligned to provide a strong frontage on Beaufort Way and to limit extensive views of surface car parking.

3.127 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 intended surface water strategy, including details of how surface water emanating from the proposed petrol filling station will be addressed.

3.128 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 district centre and hospital exists with a new connection possible to be taken off Woodfarm Lane. The Borough Council will continue to liaise with the highways authority and the James Paget University Hospital to bring forward this aspiration with the plan.

Caister-on-Sea

3.129 Caister-on-Sea is one of the larger settlements in the Borough with a total population of approximately 9,000 people. It is located on the coast north of Great Yarmouth and separated from its built up area by only a short stretch of open land. Caister was an important settlement for the Romans, and the remains of the historic shore fort are still evident; once overlooking what was then a vast estuary between Caister and Burgh Castle. The fort is now in the centre of the settlement which has grown around it as sea level has changed and taking advantage of land reclaimed during the medieval period.

3.130 Caister's recent history is intertwined with tourism: the UK's oldest holiday camp was established here in 1906. The opening here of a new halt on the coastal railway stimulated further tourism and housing development in the area. Following successive waves of housing development, by the end of the 20th century the extent of Caister had largely reached its current size and extent, owing in part to the constraint eventually imposed by the Caister bypass constructed in the 1980's.

3.131 Today, Caister-on-Sea is a bustling service centre with a vibrant high street, and has a nursery, primary and secondary schools, doctors surgery, dentist, pharmacy, post office, public houses, a large supermarket and a range of other local shops serving residents both locally and further afield.

3.132 Extending development north and south of the settlement risks potential coalescence with nearby settlements. This is a particular issue towards the settlements of Ormesby St Margaret and Great Yarmouth, the Local Plan Part 2 identifies 'strategic gaps' to address development proposals within these areas.

3.133 To the south and south-east flood risk constrains expansion. Part of the coastal frontage of the settlement (particularly north) is within the Coastal Change Management Area which is also addressed Policy GSP4 of Local Plan Part 2.



West of Jack Chase Way Housing Allocation

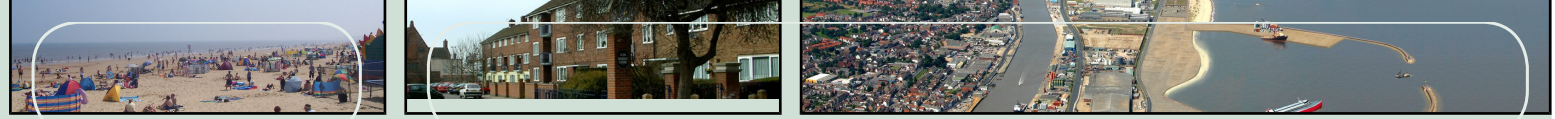
Policy CA1: Land west of Jack Chase Way, Caister-on-Sea

Land to the west of Jack Chase Way, Caister-on-Sea (28.37 hectares), as identified on the Policies Map, is allocated for residential development of approximately 725 dwellings, a site for a primary school, a site for healthcare uses and a Local Centre. This should be developed in accordance with the following site specific criteria.

- a. Provide for approximately 725 dwellings offering a mix of house types and sizes.
- b. Provision of retirement and/or housing with an element of care equivalent to at least 10% of the total housing for the site, which must be delivered before occupation of the 360th dwelling on the site (or the 50% level, if the overall number of houses proposed is lower).
- c. The site must deliver 20% affordable housing on site, with the tenure mix reflecting the needs and demands of the local area.
- d. Set out a phasing strategy that maximises the delivery of housing within the Plan period.
- e. Approximately 7.47 hectares of open space should be provided on-site comprising informal open and/recreation space and children's play space.
- f. Land must be safeguarded for a two-hectare site for a primary school, 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. The site (2 hectares) must be serviced and ready to transfer to Norfolk County Council on occupation of the 150th home and provided free of charge.
- g. Land must be safeguarded and made available at no cost for a 0.75 hectare site for healthcare uses, which should be located towards the middle of the site. If the relevant health authority/ies states that the site is not necessary prior to the reserved matters application for the final development phase, the site could be released for residential or other uses. Financial contributions will be required towards the healthcare facility together with contributions towards acute, intermediate and mental healthcare.
- h. 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 and a community facility. It should be located towards the middle of the allocation site.
- i. Financial contributions will be required towards a new community facility.



- j. Financial contributions will be required towards enhanced library provision to serve the development.
- k. Development should exhibit exceptional urban design and include 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. A variety of materials and finishes/treatments across the development should be applied with innovation and local distinctiveness clearly evidenced.
- l. Key major internal roads should be designed to be accessible by buses.
- m. Parking spaces should have regard to Norfolk County Council standards for provision, with a mix of parking solutions applied to ensure a well-designed and safe environment for all users.
- n. There must be the provision of at least two safe and appropriate vehicle access junctions from Jack Chase Way.
- o. There must be the provision of safe and appropriate crossing points of Jack Chase Way for walking and cycling to encourage the movement of people from the site to the existing Caister-on-Sea village and vice versa.
- p. A 3 metre wide shared use cycle path should be provided along both sides of Jack Chase Way providing connections to Norwich Road, Prince of Wales Road and the residential areas to the north-east of the site.
- q. There must be good connections to the wider countryside through the provision/extension of footpaths/ bridleways.
- r. Protect and enhance biodiversity across the site, including maintaining the existing hedgerow along Jack Chase Way where possible, and ensure that where appropriate, mitigation measures are undertaken.
- s. Appropriate landscaping treatment to the site's southern and western boundary must be enhanced to limit the impacts on the wider landscape, including the nearby Broads area and the setting of Caister Castle.
- t. Street lighting should be designed to limit the visual impact of the proposed development.
- u. Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.
- v. Submission of a site specific Flood Risk Assessment and submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system could contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the sustainable drainage measures should be included with the submission.



- w. **Submission of a detailed Heritage Impact Assessment to assess and mitigate the impact of the design on the setting of nearby heritage assets, including Caister Castle. This should be accompanied by the result of an archaeological field evaluation, with any relevant mitigation measures considered and included in the application.**
- x. **A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.**
- y. **Submission of a Transport Assessment and Travel Plan and provision of measures necessary to mitigate impacts and encourage sustainable travel.**

Policy Justification and Supporting Text

3.134 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 as allocated in the Core Strategy.

3.135 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 through the centre of Caister-on-Sea. It is therefore particularly important that there are “pull” factors on the site to encourage the existing residents of Caister-on-Sea to cross Jack Chase Way, such as a primary school, formal recreation facilities and community facilities.

3.136 An element of retirement and/or housing with an element of care, such as sheltered housing, very sheltered housing, extra care housing or a care home, totaling at least 10% of the housing units on site should also be provided to meet the needs 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 proposed provision of services on the site. To ensure timely delivery, the provision of retirement/extra care housing should be provided before the occupation of the half of the homes on the site. The affordable housing requirement will not apply to the accommodation comprising retirement/extra-care, care housing, as this type of housing has less viability to cross-subsidise the delivery of affordable housing.

3.137 The design of the whole scheme is exceptionally important. The development should be designed so that it creates a locally distinctive neighbourhood which is sympathetic to the environment it lies within. There should be a good variety of house types and styles and a variety of different materials and treatments used, as well as thoughtful landscaping, green infrastructure and tree-planting to encourage healthy living. The density of the development will be over 40 dwellings per hectare. As such semi-detached and detached properties should be used sparingly to avoid a cramped form of development with little spacing between



and in front of properties. Where detached and semi-detached properties are provided they should be in lower density character areas with appropriate space and landscaping surrounding them. Buildings should effectively turn corners to avoid blank frontages and help create a sense of enclosure.

3.138 The layout and design of the main roads within the site must enable appropriate permeability by buses. The layout of all streets should have regard to desire lines for pedestrians to minimise the length of journeys. As such cul-de-sacs, private drives and roads with unnecessary bends which frustrate pedestrian and cycle movements should be avoided.

3.139 Car parking provision within the site should have regard to Norfolk County Council Parking Standards both with regarding to the number of spaces per dwelling and the width of parking spaces to accommodate modern cars (2.5m). Parking provision should include a mix of solutions including on-plot parking, well designed on-street parking and parking courts. Rear parking courts should only be used in limited circumstances where spaces are well surveilled, secure and close to the respective dwellings. Continuous front curtilage parking should be avoided as this creates a car-dominated environment as well as limiting the scope for on-street visitor parking. Where garages are provided they must be a minimum of 3m wide (internal dimensions) to allow people to park within them and be able to open the car doors sufficiently wide to enter/leave the car with relative ease.

3.140 Design tools such as Building for Life criteria should be applied when designing the scheme and assessing the quality of the design. Proposals will need to be in accordance Policies CS9 and A2 on design and the National Design Guide.

3.141 A development of this size, at some distance from the main facilities in Caister-on-Sea, will require on-site provision of local services. Accordingly, a requirement is imposed for a Local Centre potentially including suitable retail, employment and community type uses.

3.142 In order to mitigate the impacts of the allocation on education, contributions will be required towards a new primary school on the site. These are likely to total £3,885,714 or £5,360 per dwelling. In addition, a two-hectare site for a new primary school needs to be safeguarded and provided on-site, at a central, accessible location. This must be provided at no cost to Norfolk County Council Children's Services on the occupation of the 150th dwelling (to address the direct impacts of the allocated site).

3.143 The development will put pressure on existing primary, acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £1,751,385 (£2,416 per dwelling). In addition, a serviced site of 0.75 hectares in size will need to be provided at no cost to the relevant health authorities, as there is very little capacity for physical growth of the local health surgeries.

3.144 Caister-on-Sea is in need of a new community centre and this development will increase demand for community facilities. Therefore a financial contribution of £501,416 is required to help deliver a new facility as evidenced in the Infrastructure Plan (2020). The



development will put pressure on the existing Caister-on-Sea library, therefore it is necessary for the development to make a contribution of £231,275 in line with the Norfolk County Council's standards for provision.

3.145 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 (such as the mix of facilities) will need to be discussed and agreed with the Council at appropriate stages of the scheme, but the level of provision must meet the Council's standards of 103sqm per dwelling. This results in a requirement for 7.47 hectares across the site.

3.146 Historic Environmental Records for the area indicate the likelihood of archaeological remains on the site, as well as various nearby historic assets including Grade-I listed Caister Castle and Caister Roman Fort (a Scheduled Monument), for example. A Heritage Impact Assessment has been prepared which has assessed the impact of the development of the site in principle on the settings of nearby heritage assets. A slight impact on the setting of Caister Castle was found. The assessment identified mitigation measures including maintaining the tree belt around the site and orientating the public buildings on the site and streets to respect views of the castle tower. A further Heritage Impact Assessment will be required at the planning application stage to inform the detailed design. This should be accompanied by an archaeological assessment. Any necessary mitigation should be included in the development proposals.

3.147 Significant landscaping and carefully designed lighting will be required to limit the site's impact on the wider landscape, with particular emphasis on the setting of the Broads to the south west.

3.148 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

3.149 The scale of the development proposed will require a Transport Assessment. This should be underpinned by traffic surveys which have been conducted in both the peak summer holiday period as well as outside of the holiday season. Mitigation measures will need to be secured through the design of the scheme, planning conditions, Section 106 or Section 278 agreements. A Travel Plan should be submitted identifying measures to encourage sustainable modes of transport.

3.150 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. 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, in line with the Council's Habitats Monitoring and Mitigation Strategy.



Table 3.6 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽⁷⁾
Education (new primary school with nursery provision)	2 hectares	£3,885, 714 (£5,360 per dwelling)
Health Centre	0.75 hectares	£688,203 (£949 per dwelling)
Acute, Intermediate and Mental Healthcare	n/a	£1,063,182 (£1,466 per dwelling)
Community Facility	Potential for use of land on Local Centre	£501,416 (£692 per dwelling)
Library Improvements	n/a	£231,275 (£319 per dwelling)
Public Open Space	7.47 hectares	n/a

⁷ Financial contributions have been estimated based on costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change



Primary Villages

3.151 The Core Strategy identifies the settlements of Belton, Hemsby, Hopton-on-Sea, Martham, Ormesby St Margaret and Winterton-on-Sea as 'Primary Villages' to deliver approximately 30% of new housing growth over the plan period. A large amount of development is already committed in the Primary Villages through existing permissions, an allowance for windfall, and units already completed.

3.152 The table below sets out a summary of proposed housing delivery within the Primary Villages.

Table 3.7 Summary of expected housing delivery in the Primary Villages

Homes Built 2013-2019	Existing Housing Commitments	Homes allocated in Local Plan expected to be delivered in plan period	Anticipated Windfall	Total Growth 2013-2030
224	928	647	139	1938

3.153 No allocations were identified in Winterton-on-Sea having taken into consideration the high-level of constraints upon the settlement and the abundance of alternative more sustainable sites in the other settlements to meet the housing need for Primary Villages.

Belton

3.154 Belton is one of the larger villages in the Borough with a population of about 4,000. It is located 6 miles south-west of Great Yarmouth and ½ mile from the A143, a main arterial road linking Great Yarmouth and Gorleston-on-Sea to Beccles and Diss further beyond.

3.155 Belton has developed from a number of hamlets and farmsteads clustered around commons and greens. Over the past 50 years the village has been significantly infilled and extended, but its historic character is still clearly observable along Station Road South and Church Road.

3.156 Today, Belton is a popular village, with a good range of local facilities including a primary school, children's centre, supermarket, post office and church clustered together as effectively a small 'centre'. A village hall with playing field and play equipment, and two public houses are also within walking distance of many residents. A wider range of services and facilities are located nearby in Great Yarmouth and Gorleston, connections are provided within the village, by regular public transport.

3.157 The Great Yarmouth and Waveney Settlement Fringe Study identifies the northern and south-western areas of Belton as being more sensitive to new development given their setting adjacent to The Broads area and significant tracts of woodland forming three separate County Wildlife Sites (Bremar Pony Stud, Howards Common & Belton Common).



3.158 The Council's Strategic Flood Risk Assessment has identified that broadly the existing built up area of Belton is not constrained by flood risk, however land which is very much on the northern, western and southern periphery of the village is within fluvial flood risk zones 2&3 (medium and high risk). Land eastwards of the settlement is, however, not constrained by fluvial flood risk.

Land south of New Road Housing Allocation

Policy BN1: Land south of New Road, Belton

Land to the south of New Road (of around 4.1 hectares), as identified on the Policies Map, is allocated for residential development of approximately 100 dwellings.

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

- a. Appropriate access taken off of New Road with necessary improvements to integrate into the existing pedestrian and cycling networks.
- b. Conserve the rural character of Church Lane by maintaining its hedges and trees and avoiding new properties having vehicular access onto it.
- c. Improvements to connections to the existing footpath networks:
 - between the north-western site boundary and St George's Road; and
 - between the south-western site boundary and St James Crescent via Church Lane.
- d. Provide a mix of housing types and sizes, including a minimum of 10% affordable dwellings, to reflect the needs and demand of the local area.
- e. Provision of approximately 1 hectare of public open space on site.
- f. Financial contributions will be required towards enhanced library provision to serve the development.
- g. Financial contributions will be required towards the improvement of local healthcare facilities.
- h. Appropriate landscaping treatment to the site's eastern boundary to help address the visual impact of the proposed development between Belton and Bradwell.
- i. Submission of details showing how sustainable drainage measures will integrate with the design and layout of the development and positively contribute to the biodiversity and amenity of the area. A suitable plan for the future maintenance and management of the drainage measures should be included with the submission.



- j. Submission of a site specific Flood Risk Assessment.**
- k. Submission of a Heritage Impact Assessment accompanied by an Archaeological Field Evaluation of the site.**
- l. A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.**

Policy Justification and Supporting Text

3.159 The allocation is in agricultural use and is located to the east of Church Lane and south of New Road. To the east, the site is open in character in agricultural use which provides separation between Belton and Bradwell. The site is within walking distance of the village primary school, children's centre and supermarket, with St George's Road and St James Crescent providing the direct routes via Church Lane.

3.160 Planning consent granted to the north of New Road for 64 dwellings includes the provision of a roundabout to serve the proposed development. On-site access to this allocation should be taken off of a new spur from the proposed roundabout. Appropriate foot way provision to connect the site to the existing footpath on New Road should also be provided. Direct vehicular access on to Church Lane will be avoided to preserve its rural character, however the site would benefit from better integration to existing footways on its eastern boundary e.g. via St Georges Road and St James Crescent as these allow for safe and accessible routes to the village centre. Therefore safe connection from the site to these links should be provided.

3.161 The area immediately east of the site is identified in Policy GSP3 as being part of the Strategic Gap between Belton and Bradwell. Landscaping treatment along the site's eastern boundary will help to preserve the sense of separation between Belton and Bradwell.

3.162 The site is located in an area of low flood risk and provision of sustainable drainage systems will be expected on site to limit or prevent any increased surface water run-off. A site-specific Flood Risk Assessment will need to be undertaken to support development proposals and detail the intended surface water strategy.

3.163 The development will put pressure on local libraries, therefore it is necessary for the development to make a contribution of £31,900 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

3.164 The development will put pressure on existing primary, acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £224,578 (£2,246 per dwelling).



3.165 There are heritage assets with archaeological interest identified on the site, therefore the potential for unearthing further archaeological deposits are considered likely. The policy requires the developer to submit a Heritage Impact Assessment accompanied by the results of an archaeological field evaluation to understand the significance of any archaeological remains on site and how this be best addressed through the development of the site.

3.166 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. 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, in line with the Council's Habitats Monitoring and Mitigation Strategy.

3.167 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

Table 3.8 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽⁸⁾
Primary, Acute, Intermediate and Mental Healthcare	n/a	£224,578 (£2,246 per dwelling)
Library Improvements	n/a	£31,900 (£319 per dwelling)
Public Open Space	1 hectare	n/a

Hemsby

3.168 Hemsby is one of the larger villages in the Borough, with a resident population of approximately 3,000. It is located 6 miles north of Great Yarmouth, close to both Winterton-on-Sea, Ormesby St Margaret and Martham.

3.169 The village has Viking origins but predominantly grew as a collection of farmsteads around the 14th century parish church. The village expanded significantly during the late 19th century, due in part to the arrival of the railways and the village's popularity as a seaside destination, the latter helping to establish a settlement pattern of major holiday resorts and attractions to the east of the village.

3.170 Hemsby remains a popular seaside village with a reasonable range of facilities including a primary school, small supermarket, post office, doctor's surgery and two public houses all within reasonable walking distance of residents. A greater range of seasonal facilities are clustered along Beach Road serving the holiday trade. Since the 2000's the

⁸ Financial contributions have been estimated based on costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change



tourism industry in Hemsby has shown some signs of contraction, with, notably, the 2009 closure and subsequent and long term vacancy of the large former Pontins holiday camp site.

3.171 The Great Yarmouth and Waveney Settlement Fringe Study identifies the area to the south of Hemsby as being more sensitive to new development due to its proximity to The Broads area and its area with national and international designations for nature conservation. These include The Broads Special Area of Conservation (SAC), the Broadland Special Protection Area (SPA), the Broadland Ramsar site, and Trinity Broads Site of Special Scientific Interest (SSSI).

3.172 The Great Yarmouth Surface Water Management Plan identifies the built up area of Hemsby as being particularly at risk from surface water flooding, with Haycroft Road, Barleycroft Road and Beach Road notably affected. The risk of flooding from the river (fluvial) is not generally considered to be a problem within the present built up area. However, land close to the recreational ground on the western periphery of Hemsby is within fluvial flood risk zones 2&3 (medium and high risk). To the east of the settlement, the coastal front has is also identified as being with the Coastal Change Management Area which is addressed in Policy GSP4.

Land at former Pontins Holiday Camp Housing Allocation

Policy HY1: Land at Former Pontins Holiday Camp, Hemsby

Land at the former Pontins Holiday Camp, Hemsby (of around 8.9 hectares) as identified on the Policies Map, is allocated for approximately 190 dwellings together with tourism and retail facilities.

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

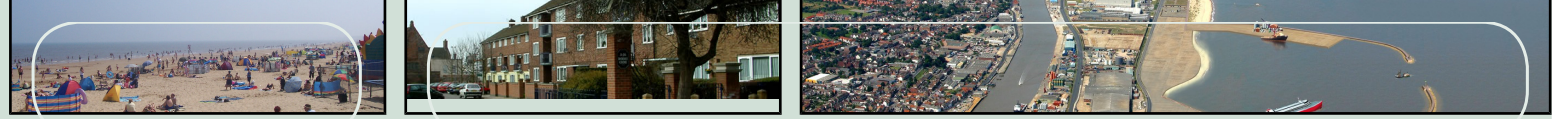
- a. Provision of safe and appropriate access to the satisfaction of the local highways authority, including:**
 - appropriate vehicular access to be taken off Kings Way;
 - prohibiting vehicle access to Back Market Lane; and
 - measures to integrate the site into the existing pedestrian footpath network.
- b. Provision of a mix of housing types and sizes, including a minimum of 20% affordable dwellings to reflect the needs and demand of the local area.**
- c. Provide approximately 2 hectares of land for tourism use within the overall site.**
- d. Provision of small-scale local shopping facilities.**



- e. Approximately 1.95 hectares of open space should be provided on-site comprising informal open and/recreation space and children's play space.
- f. Financial contributions will be required towards the expansion of early education providers and local primary schools.
- g. Financial contributions will be required towards the improvement of local healthcare facilities.
- h. Financial contributions will be required towards enhanced library provision to serve the development.
- i. Appropriate structural landscaping should be provided to separate the proposed residential and tourism elements of the site.
- j. Retention of significant trees which contribute to the layout and character of the development.
- k. Submission of details demonstrating how the site will be decontaminated, specifically proposed treatment and disposal of asbestos material, to the satisfaction of the local environmental health service.
- l. Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.
- m. Submission of details showing how sustainable drainage measures will integrate with the design and layout of the development and positively contribute to the biodiversity and amenity of the area. A suitable plan for the future maintenance and management of the drainage measures should be included with the submission.
- n. Submission of a site specific Flood Risk Assessment.
- o. A planning application should be supported by evidence which assesses the quality and quantity of mineral resource. Extraction of materials prior to the development of this site is encouraged where practical and environmentally feasible.

Policy Justification and Supporting Text

3.173 The allocation site was formerly in use as a holiday camp until its closure in 2009 and has since remained vacant. The former holiday chalets and other buildings and structures remain on site, though in a derelict condition and subject to continuing vandalism. In July 2019, a resolution to approve outline planning consent was granted for up to 190 dwellings, 50 static caravans and a small element of local shopping facilities. Elements of the above policy will apply when determining the reserved matters application. Should the planning consent lapse, the policy above will remain extant and apply to any future outline or full planning applications for the site.



3.174 The redevelopment of the site will significantly enhance the visual amenity of the village and make a significant contribution to the area's housing need in a popular location. The site is located centrally and well integrated into the existing services and facilities in Hemsby, which are accessible by walking and cycling.

3.175 Vehicular access to the site should be taken off appropriate points along Kings Way. No vehicular access will be permitted off Back Market Lane. The site will require necessary improvements to integrate the development into the existing pedestrian network.

3.176 Up to two hectares of land should be provided for tourism and/or holiday accommodation uses. This should be provided towards the north of site, with direct access off Beach Road. Some small-scale local retail facilities should also be provided along the western site boundary, adjacent to and served off Kings Way, and suitably connected into the pedestrian network both within and outside the site.

3.177 The site offers a number of protected trees and mature planting which should be incorporated within the overall landscaping and design of the site. Furthermore, an element of structural landscaping will be required in order to maintain an appropriate separation/buffer between the residential and potential tourism elements of the site. 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 (such as mix of facilities) will need to be discussed and agreed with the Council at the appropriate stage of the scheme, but the level of provision must meet the Council's standards of 103sqm per dwelling. This results in a requirement for approximately 1.95 hectares across the site.

3.178 There is a need to provide a financial contribution to upgrade early education and junior school facilities within the local area. Hemsby Primary School is located close by, however when taking into account currently permitted sites in the area, the primary school will have insufficient future capacity and cannot be expanded on its current site. The next nearest primary schools are Ormesby Village Infant and Ormesby Junior where there is scope for possible expansion. It is understood that some children living within the Hemsby catchment do choose to attend school in Ormesby. Therefore a financial contribution of £404,890 (£2,131 per dwelling) will be required to expand class spaces at both Ormesby Junior School and a contribution of £258,400 (£1,360 per dwelling) will be required to expand early education provision.

3.179 The development will put pressure on existing primary, acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £412,720 (£2,172 per dwelling).

3.180 The development will put pressure on local libraries, therefore it is necessary for the development to make a contribution of £60,610 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

3.181 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. 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. The HRA should also include assessment for potential hydrological linkage to Natura 2000 sites, and where this cannot be ruled out, a surface water management strategy to mitigate such potential effects. In addition, the in-combination effects of the development will necessitate the payment of a contribution per dwelling, in line with the Council's Habitats Monitoring and Mitigation Strategy.

3.182 The demolition of the site is likely to lead to the release of asbestos, therefore the policy requires a decontamination strategy to be submitted to the Council.

3.183 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

Table 3.9 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions Financial contributions have been estimated based on costs at the time of preparing the plan.
Primary, Acute, Intermediate and Mental Healthcare	n/a	£412,720 (£2,172 per dwelling)
Early Education Provision	n/a	£258,400 (£1,360 per dwelling)
Education (expansion of Ormesby Junior School)	n/a	£404,890 (£2,131 per dwelling)
Library Improvements	n/a	£60,610 (£319 per dwelling)
Public Open Space	1.95 hectares	n/a

Hopton-on-Sea

3.184 Hopton-on-Sea (more commonly referred to as 'Hopton') is located along the coast in the south-east of the Borough, and adjacent to the boundary with East Suffolk District and Suffolk. It has a population of approximately 3,000. The settlement pattern of Hopton is typical of other medium-sized villages in the area, developing along a main road with scattered farmsteads followed by significant post-war development. The arrival of the railway had a considerable impact on the size of Hopton, with holiday parks, camps and associated leisure-based uses expanding the village eastwards to the coast.

3.185 To the west, the village has sustained a more residential function and character, comprising several estate scale developments, the last large-scale development being completed in the early 2000's to the south of the village. Hopton is relatively self-contained, with a good range of facilities including a primary school, doctors surgery, dentist, pharmacy, two convenience stores, two public houses, a gym and village hall, all within a reasonable



walking distance for residents. It's close proximity to both Gorleston and Lowestoft via the A47 trunk road means that residents are particularly well served by sustainable transport to a greater range of facilities and employment opportunities.

3.186 The surrounding area to Hopton is not considered by the Great Yarmouth and Waveney Settlement Fringe Study to be highly sensitive to new development, though the Council is keen to preserve a distinct gap between Hopton and the built up area of Gorleston to the north, and with Corton (outside the plan area) to the south.

3.187 The Council's Strategic Flood Risk Assessment identifies that broadly speaking the existing built-up area of Hopton is not constrained by flood risk. The coastal front of the settlement is identified as being with the Coastal Change Management Area which is addressed in Policy GSP4.

3.188 The Council is keen to see Longfulans Lane improved so that traffic from the south of the village can conveniently reach the A47 without passing through Station Road and the heart of the village. A housing development recently permitted to the north of Longfulans Lane should help to contribute towards this aim.

Access Improvements to south of Hopton

Policy HP1: Access improvements in the south of Hopton-on-Sea

Improvements to the Longfulans Lane and the area around it will be sought, in order to encourage motor traffic away from Station Road, and to make the area safer and more attractive for cyclists and pedestrians.

Developments proposed in the area indicated on the Policies Map will be assessed to identify whether they offer any opportunity for financial and/or land contributions or through the layout of a scheme to provide such improvements, in light of the scale, nature and location of the proposal.

Policy Justification and Supporting Text

3.189 Traffic from the Potters Resort and other premises in the vicinity (including those to the south, across the county boundary) tends to move via Station Road, to the detriment of amenity and safety in the heart of the Hopton. Longfulans Lane and Lowestoft Road provides an alternative which avoids those problems, but its current narrow width, lack of a footway and sharp bend onto Lowestoft Road deters its use.

3.190 The Borough Council seeks gradual improvement of the network in this location as the opportunities arise. The housing development permitted to the north of Longfulans Lane, for example, is designed to provide a safer and more direct pedestrian and cycle link from Longfulans Lane towards the north-west and some widening of Longfulans Lane.

3.191 Any future developments within the indicated area may, depending on their scale, nature and location, exacerbate the existing problems or provide the potential for some mitigation of them. Consideration will be given therefore to developments in this area to assess whether they have such potential, and how this might best be addressed.

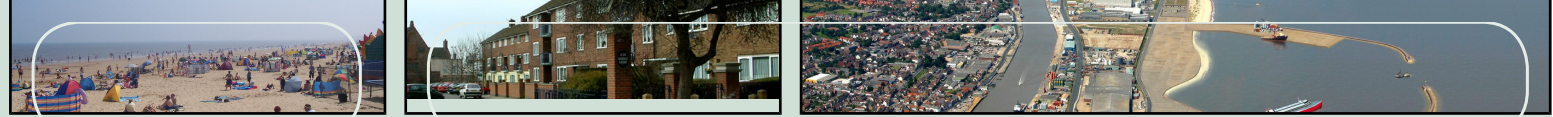


Land to the West of Coast Road Housing Allocation

Policy HP2: Land to the west of Coast Road, Hopton-on-Sea

Land to the West of Coast Road (3.3 Hectares) as identified on the 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.

- a. Provide a mix of housing types and sizes, including a minimum of 10% affordable dwellings, to reflect the needs and demand of the local area.
- b. Provision of access improvements to the satisfaction of the local highway authority including:
 - the improvement of access to the south of Hopton in accordance with Policy HP1;
 - provision of 2.0m wide footway at Coast Road frontage. Access to be provided at Coast Road;
 - improvement of Longfulans Lane to a minimum width of 6.0m for extent of site. Improvement of Longfulans Lane junction with Coast Road;
 - development to have an active frontage at the highway to develop a sense of place and encourage reduced vehicle speeds; and,
 - pedestrian and cycle links to be provided to link with site to west.
- c. Car Parking is provided to a satisfactory level and standard for future residents, staff and visitors of Potters Resort to ensure that this does not create a displacement of the current car parking site into the village of Hopton.
- d. Provision of approximately 0.41 hectares of public open space on-site in accordance with H4.
- e. Financial contributions will be required towards the improvement of local primary schools.
- f. Financial contributions will be required towards enhanced library provision to serve the development.
- g. Financial contributions will be required towards the improvement of local healthcare facilities.



- h. **Staff accommodation, residential and any B8 or other business use should not be in conflict with any existing neighboring uses.**
- i. **Submission of a site-specific Flood Risk Assessment and a Foul Drainage Strategy. As well as details of how Sustainable drainage measures will be integrated into the design and a plan for their future management and maintenance.**

Policy Justification and Supporting Text

3.192 The site is adjacent to a recently consented housing site to the west and in conjunction could provide improvements to access to the south of Hopton which would support a long term ambition by the Borough Council to improve the existing Longfulans Lane, in accordance with Policy HP1.

3.193 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 valued input into the local economy.

3.194 Hopton Primary School has insufficient capacity to accommodate the additional demand for places likely to arise from this development. Financial contributions are therefore required to in order to improve capacity. These contributions are likely to be £157,600 (£3,940 per dwelling).

3.195 The development will put pressure on existing primary, acute, and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £72,538 (£1,813 per dwelling).

3.196 The development will put pressure on local libraries, therefore it is necessary for the development to make a contribution of £12,760 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

Table 3.10 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽⁹⁾
Primary, Acute and Mental Healthcare facilities	n/a	£72,538 (£1,813 per dwelling)
Education (expansion of local primary schools)	n/a	£157,600 (£3,940 per dwelling)
Library Improvements	n/a	£12,760 (£319 per dwelling)

⁹ Financial contributions have been estimated based on costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change



Infrastructure	Land Requirements	Indicative Developer Contributions ⁽⁹⁾
Public Open Space	0.41 hectares	n/a

Martham

3.197 Martham is approximately 10 miles north of Great Yarmouth, and within 3 miles of Hemsby, Winterton, and a number of other smaller villages. It is of Saxon origin and grew around the village green and 14th century church, both of which remain as village landmarks. The village remained relatively compact until the arrival of the railway in the 19th century, which was followed by significant infilling along the principal routes into the village. Though the railway closed in the 1950s, the settlement has continued to expand, with several estate scale developments being built during the 1970s, 1980s and 1990s.

3.198 Today, Martham is the largest Primary Village in the Borough, with a residential population of 3,500. It has an extensive range of local services including a primary school, nursery school, post office, library, public house, two convenience stores and a range of other local village shops. Key social facilities such as Flegg Secondary School and the James Kittle medical centre are also situated within the village, meaning that Martham also assumes more of a 'service centre' role for the surrounding smaller villages such as Repps with Bastwick, Rollesby and Somerton in the north of the Borough.

3.199 The Council's Strategic Flood Risk Assessment identifies that broadly the settlement is not constrained by flood risk, except to the north and north-west periphery of the built up area. In Martham the risk from surface water flooding is much greater, particularly along the eastern and southern edges of the village, where local areas of ponding are apparent.

3.200 The Great Yarmouth and Waveney Settlement Fringe Study identifies areas to the north of Martham as generally being more sensitive to new development, due its exposed character and contribution to the setting of The Broads.

Land North of Hemsby Road

Policy MA1: Land north of Hemsby Road, Martham

Land north of Hemsby Road (4.08 Hectares) as identified on the Policies map is allocated for approximately 95 residential dwellings and employment development. The site should be developed in accordance with the following site-specific criteria.

- a. Provide a mix of house types and sizes, including a minimum of 20% affordable dwellings, to reflect the needs and demand of the local area.**

⁹ Financial contributions have been estimated based on costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change



- b. 1.32 hectares of the site should be developed for employment use (use class B1) . This land should not be developed for residential uses unless evidence is provided that the land has been marketed for an appropriate length of time and there has been no reasonable interest in the land for employment purposes.
- c. Safe and suitable access to be provided to the satisfaction of the local highway authority, with appropriate integration in the existing pedestrian and cycling networks, including:
 - development layout to include a highway link to the north-west and provide a connection to Back Lane;
 - access to be from Hemsby Road; and
 - frontage footway to be improved to 2.0m minimum width.
- d. An active frontage should be provided along Hemsby Road.
- e. The existing hedgerow surrounding the site should be protected where possible.
- f. Pedestrian access should be provided to the residential development to the north.
- g. It can be demonstrated that:
 - an approved contamination remediation scheme has been carried out in full; and
 - 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.
- h. Conserve the adjacent Martham conservation area and take opportunities through design to enhance its setting.
- i. Provide a financial contribution for off-site open space.
- j. Financial contributions will be required towards the improvement of local primary schools and early education.
- k. Financial contributions will be required towards enhanced library provision to serve the development.
- l. Financial contributions will be required towards the improvement of local healthcare facilities;



- m. A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.**
- n. 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 drainage measures should be included with the submission.**
- o. Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.**
- p. Submission of an archaeological field evaluation prior to development.**
- q. Submission of Transport Assessment and Travel Plan and implementation of any identified highway mitigation measures and measures to encourage sustainable transport. The Transport Assessment should include a comprehensive walk to school assessment.**
- r. Submission of a site-specific Flood Risk Assessment demonstrating how the site can be developed and occupied safely.**

Policy Justification and Supporting Text

3.201 This site was previously granted planning consent but this lapsed in 2018. The site is well related to Martham and has the potential to be developed in parallel with the existing housing site to the north to provide a distinct eastern edge to the settlement of Martham.

3.202 Access should be from Hemsby Road and a strong frontage should be provided along Hemsby Road to encourage reduced vehicle speeds. The existing footway should be widened. In achieving these aims it will also be necessary to protect the existing hedgerow where possible. Pedestrian access should be provided to the residential development to the north of the site in order to provide permeability through the eastern part of Martham and to provide access to open space being provided on the development to the north.

3.203 The site is to be developed at a density of around 35 dwellings per hectare. This is in line with similar developments within Martham. It also is in line with the the objective of making effective use of land, with the site being defined as Grade 1 agricultural land.

3.204 Approximately 1.32 hectares of the western part of the site is safeguarded employment land under Policy CS6 of the Core Strategy. The provision of small scale employment uses on this site will help support the sustainability of Martham as a village providing a local source of employment and reducing the need to travel. This is particularly important given the amount of recent housing development which has taken place in the village and the amount of existing commitments. Therefore 1.32 hectares of the site should be developed for employment uses falling under use class B1 which are compatible with the



surrounding residential development. If it can be demonstrated through marketing that there is no interest in developing this land for employment use, then the 1.32 hectares could be released for additional housing to the 95 homes proposed for the site. Policy CS6 requires marketing to take place for a period of 18 months. A shorter period could be considered appropriate if evidence is provided to justify the use of a shorter period (e.g. the length of time similar land and premises are normally marketed for). The land should be marketed at a reasonable price reflecting market value and should be on competitive terms and conditions. The marketing should include advertisements in the local press and online as well as targeted approaches. Marketing evidence should include a full record of enquiries together with reasons as to why the sale/lease did not progress.

3.205 Given the close proximity of the village green, playing field and proposed open space on the development to the north of the site which is currently under construction, it is considered desirable to require an off-site financial contribution towards improving existing open spaces rather than further on-site provision in this location. This contribution should be in line with Policy H4 and therefore total £171,000 (£1,800 per dwelling).

3.206 There is insufficient capacity in the early education sector and the local primary school to accommodate the additional demand for places likely to arise from this development. Financial contributions are therefore required in order to improve capacity. These contributions are likely to be £126,198 (£1,328 per dwelling) for early education and £378,594 (£3,985 per dwelling) for the primary school.

3.207 The development will put pressure on Martham Library, therefore it is necessary for the development to make a contribution of £30,305 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

3.208 The development will put pressure on existing primary, acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £209,265 (£2,203 per dwelling).

3.209 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

3.210 The site has previously, been tested for contaminated land during the planning application process, for application ref 06/14/0817/O. That there may be contaminants present on the site related to former industrial uses on parts of the site. Therefore the policy requires a remediation scheme to be carried out in full.

3.211 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. 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. The HRA should also include assessment for potential hydrological linkage to Natura 2000 sites, and where this cannot be ruled out, a



surface water management strategy to mitigate such potential effects. In addition, the in-combination effects of the development will necessitate the payment of a contribution per dwelling, in line with the Council's Habitats Monitoring and Mitigation Strategy.

Table 3.11 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽¹⁰⁾
Education (expansion of early education sector)	n/a	£126,198 (£1,328 per dwelling)
Education (expansion of local primary schools)	n/a	£378,594 (£3,985 per dwelling)
Primary, Acute, Intermediate and Mental Healthcare	n/a	£209,265 (£2,203 per dwelling)
Library Improvements	n/a	£30,305 (£319 per dwelling)
Public Open Space	n/a	£171,000 (£1,800 per dwelling)

Ormesby St Margaret

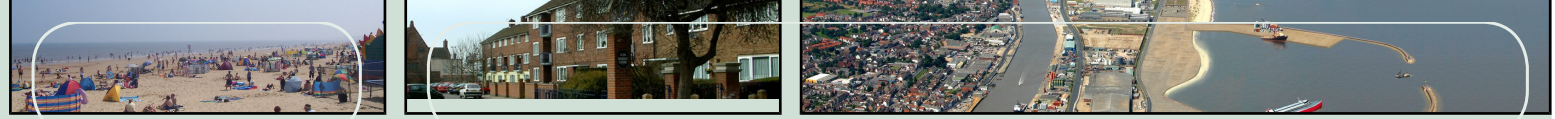
3.212 The settlement of Ormesby St Margaret is located 5 miles north of Great Yarmouth and to the west of the smaller coastal settlement of Scratby. Together the settlements have a population of around 3,900 residents, with the majority of people residing in the settlement of Ormesby St Margaret.

3.213 The settlement has 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.

3.214 The Council's Strategic Flood Risk Assessment identifies that broadly the settlement is not constrained by flood risk except in the north-west periphery of the settlement, within fluvial flood risk zones 2&3 (medium and high risk). The risk of flooding from surface water is more significant within the village, and is particularly at risk near the Village Green.

3.215 The Great Yarmouth and Waveney Settlement Fringe Study identifies areas to the southeast of Ormesby St Margaret as generally being more sensitive to new development, due its exposed character and contribution to the setting of local heritage assets such as Ormesby Hall and Duncan Hall School. The Local Plan also seek to preserve a distinct gap between the village and Caister-on-Sea to the south-east.

¹⁰ Financial contributions have been estimated based on costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change.



Land south of Cromer Road Housing Allocation

Policy OT1: Land south of Cromer Road, Ormesby St Margaret

Land south of Cromer Road (8.56 hectares) as identified on the Policies Map is allocated for residential development of approximately 190 dwellings. The site should be developed in accordance with the following site specific criteria:

- a. Provide a mix of house types and sizes, including a minimum of 20% affordable dwellings, to reflect the needs and demand of the local area.
- b. Provision of safe and appropriate access, to be taken off of the Cromer Road, and new footway provision along the frontage of the development to integrate with the existing pedestrian network, to the satisfaction of the local highways authority.
- c. Connection to the existing footway on Filby Lane to provide safe pedestrian/cycling access to the east of the site.
- d. Provide appropriate boundary treatment including the retention of the planted woodland to the south and east of the site to minimise the acoustic impact of the A149.
- e. Protection and enhancement of the remains of St Peter's Church and the adjacent Conservation Area.
- f. Submission of an archaeological field evaluation which includes trial trenching prior to development, in accordance with the NPPF.
- g. Provision of approximately 1.96 hectares of public open space on site, which should include the ground remains of St Peter's Church.
- h. Financial contributions will be required towards the improvement of the local junior school and early education.
- i. Financial contributions will be required towards enhanced library provision to serve the development.
- j. Financial contributions will be required towards the improvement of local healthcare facilities.
- k. Submission of protected species surveys (bat and barn owls may be present).
- l. A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.



Policy Justification and Supporting Text

3.216 The site is located to the immediate south-west of the settlement and has good access to local services and facilities. The site will benefit from the provision of a new footway along the southern side of Cromer Road, encouraging pedestrian access to nearby amenities.

3.217 An existing tree belt protects the site from the A149 main road to Great Yarmouth, which should be enhanced to protect new development from traffic noise and soften the impact of the development with the surrounding landscape.

3.218 Development will result in the loss of some Grade 2 agricultural land, however, the majority of land around the settlement is similarly high graded.

3.219 The site will require further detailed investigation of archaeological interest, owing to the remains of St Peter's Church (potentially dating back to the 12th century). This heritage asset is non-designated, and comprises foundations of the original structure. The surrounding townscape is of historic importance, particularly to the east of the site, and this is protected by a Conservation Area. To avoid and reduce impacts, the policy seeks to incorporate the remains of St Peter's Church into the on-site open space provision. Along with carefully integrated design, the existing tree boundary will help to maintain the character of the area.

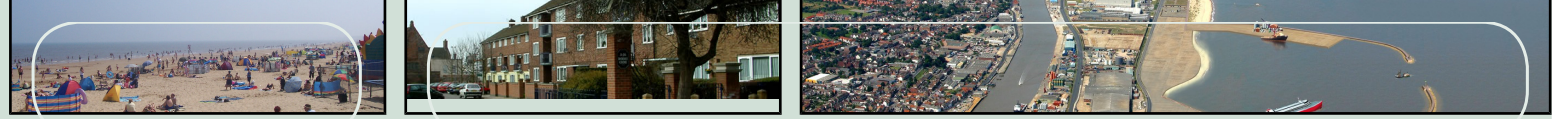
3.220 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

3.221 The tree boundary is extremely likely to provide habitats for protected species such as bats and barn owls. A full protected species survey will be required to assess the potential to impact upon protected species or habitats. Such surveys will need to be carried out by suitably qualified person(s) at the right time of the year, using methods appropriate for the species of the area.

3.222 There is insufficient capacity in the early education sector and the local junior school to accommodate the additional demand for places likely to arise from this development. Financial contributions are therefore required in order to improve capacity. These contributions are likely to be £258,400 (£1,360 per dwelling) for early education and £404,890 (£2,130 per dwelling) for the junior school.

3.223 The development will put pressure on local libraries, therefore it is necessary for the development to make a contribution of £60,610 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

3.224 The development will put pressure on existing primary, acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £437,011 (£2,300 per dwelling).



3.225 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. 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. The HRA should also include assessment for potential hydrological linkage to Natura 2000 sites, and where this cannot be ruled out, a surface water management strategy to mitigate such potential effects. In addition, the in-combination effects of the development will necessitate the payment of a contribution per dwelling, in line with the Council's Habitats Monitoring and Mitigation Strategy.

Table 3.12 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽¹¹⁾
Education (expansion of early education sector)	n/a	£258,400 (£1,360 per dwelling)
Education (expansion of junior school)	n/a	£404,890 (£2,130 per dwelling)
Primary, Acute, Intermediate and Mental Healthcare	n/a	£437,011 (£2,300 per dwelling)
Library Improvements	n/a	£60,610 (£319 per dwelling)
Public Open Space	1.96 hectares	n/a

Land north of Barton Way Housing Allocation

Policy OT2: North of Barton Way, Ormesby St Margaret

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

- Provide a mix of house types and sizes, including a minimum of 20% affordable dwellings, to reflect the needs and demand of the local area.
- Provision of safe and appropriate access to the satisfaction of the local highways authority including:

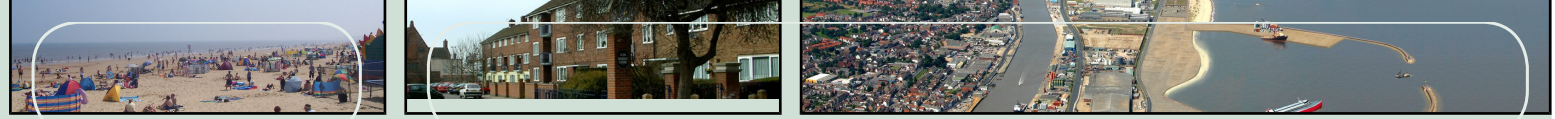
¹¹ Financial contributions have been estimated based on costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change



- the widening of Barton Way (along its entire length) to a road width size of at least 5.5m and all junctions between the site and North Road and Station Road being made to a safe and acceptable standard; and
 - improvements to maintain the public right of way FP2 along the southern boundary of the site.
- c. A well-designed scheme, reflecting the local character of the area with appropriate landscaping along the north and eastern boundaries of the site.
 - d. Provide a contribution to off-site open space in accordance with Policy H4.
 - e. Financial contributions will be required towards the improvement of the local junior school and early education.
 - f. Financial contributions will be required towards enhanced library provision to serve the development.
 - g. Financial contributions will be required towards the improvement of local healthcare facilities.
 - h. Submission of a site-specific Flood Risk Assessment demonstrating how the site can be developed and occupied safely.
 - i. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system could contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the drainage measures should be included with the submission.
 - j. Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.
 - k. A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.

Policy Justification and Supporting Text

3.226 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 provided that it is widened to the required Highway Authority standard at its narrower sections. In doing this existing street trees should be protected and where possible and replaced where lost. The site can be easily integrated into settlement with good connectivity and minimal impact upon the surrounding countryside. This proposed allocation would provide a deliverable development opportunity for a small to medium sized housebuilder.



3.227 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. A site-specific Flood Risk Assessment will need to be undertaken to support development proposals and detail the intended surface water strategy.

3.228 Located approximately 500m east of the site is the Grade II listed Duncan Hall School which sits within landscape grounds. While the above allocation will need to have regard to the setting of this heritage asset, it is unlikely that development will have a significant effect given the scale and extent of the existing built up area and the relatively minor extension that this site will provide.

3.229 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

3.230 There is insufficient capacity in the early education sector and the local junior school to accommodate the additional demand for places likely to arise from this development. Financial contributions are therefore required in order to improve capacity. These contributions are likely to be £43,520 (£1,360 per dwelling) for early education and £68,192 (£2,131 per dwelling) for the junior school.

3.231 The development will put pressure on existing primary, acute and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model it is estimated that the contribution from this site will need to be in the region of £57,496 (£1,797 per dwelling).

3.232 The development will put pressure on local libraries, therefore it is necessary for the development to make a contribution of £10,208 (£319 per dwelling) in line with the Norfolk County Council's standards for provision.

3.233 The site is reasonably small and there will be limited space within the allocation site to provide useful open space to serve local residents. The policy therefore sets out that an off-site contribution will be required to meet Policy H4. There may be opportunities to improve existing local open spaces south of the allocation site, such as the small play area at Millview. The full off-site contribution for open space is £57,600 (£1,800 per dwelling).

3.234 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. 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. The HRA should also include assessment for potential hydrological linkage to Natura 2000 sites, and where this cannot be ruled out, a surface water management strategy to mitigate such potential effects. In addition, the in-combination effects of the development will necessitate the payment of a contribution per dwelling, in line with the Council's Habitats Monitoring and Mitigation Strategy.

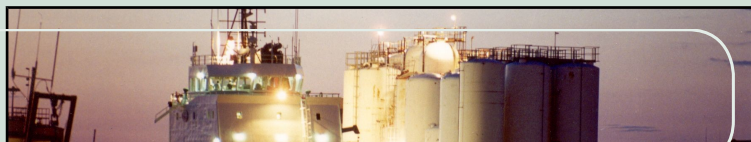


Table 3.13 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ⁽¹²⁾
Primary, Acute and Mental Health Care facilities	n/a	£57,496 (£1,797 per dwelling)
Education (expansion of early education sector)	n/a	£43,520 (£1,360 per dwelling)
Education (expansion of junior school)	n/a	£68,192 (£2,131 per dwelling)
Library Improvements	n/a	£10,208 (£319 per dwelling)
Public Open Space	n/a	£57,600 (£1,800 per dwelling)

¹² Financial contributions have been estimated based on costs at the time of preparing the plan. It is likely that costs could change by the time a planning application may be submitted. Additionally, the need for infrastructure can change

Non-Strategic Policies





Non-Strategic Policies

4.1 This section of the plan sets out a suite of non-strategic policies covering a range of topics. These more detailed policies will principally be used in the determination of planning applications. The policies often add further detail to strategic policies contained within the Core Strategy. Neighbourhood Plans do not need to be in general conformity with the non-strategic policies of the Local Plan.

DRAFT



Design and Amenity

Amenity

Policy A1: Amenity

Development proposals will be supported where they contribute positively to the general amenities and qualities of the locality.

Particular consideration will be given to the form of development and its impact on the local setting in terms of scale, character and appearance.

Planning permission will be granted only where development would not lead to an excessive or unreasonable impact on the amenities of the occupiers of existing and anticipated development in the locality, in terms including:

- a. overlooking and loss of privacy;
- b. loss of light and overshadowing and flickering shadow;
- c. building and structures which are overbearing;
- d. nuisance, disturbance and loss of tranquility from:
 - waste and clutter
 - intrusive lighting
 - visual movement
 - noise
 - poor air quality (including odours and dust); and
 - vibration.

Where adverse impacts are an inevitable consequence of an otherwise desirable use and configuration, measures to mitigate such impact will be expected to be incorporated in the development.

On large scale and other developments where construction operations are likely to have a significant and ongoing impact on local amenity, consideration will be given to conditions to mitigate this thorough a construction management plan covering such issues as hours of working, access routes and methods of construction.

Policy Justification and Supporting Text

5.1 This policy is intended to aid the delivery of the quality of the local environments promoted by the Core Strategy Policies CS1(a) and (b), CS9, especially paragraphs (a) and (f). It does this by setting out a non-exclusive list of the main amenity considerations that will need to be addressed by those preparing or deciding planning applications.



5.2 In assessing compliance with this policy the Council will draw on expert advice from statutory consultees and its Environmental Services Section.

5.3 In terms of issues arising from odours, a particular consideration will be the proximity of development to water recycling centres (sewage treatment works). Anglian Water advise that developments within 400m of a water recycling centre should be accompanied by an odour assessment to ensure issues are avoided and mitigated.

5.4 In implementing this policy the Council will ensure that new development does not result in unreasonable restrictions placed on existing businesses and operations as a result of new development. It will be for the applicant (the agent of change) to demonstrate that suitable mitigatory measures can be incorporated into the development to minimise any impacts on amenity to occupants of the new development arising from existing operations. Such mitigatory measures will be secured and enforced by planning conditions.

Housing Design Principles

Policy A2: Housing design principles

Proposals for new housing developments will be expected to demonstrate high quality design which reflects local distinctiveness and creates attractive and functional environments. In so doing proposals should meet the following requirements.

a. Context

- **Development should reflect and have regard to local context, including the surrounding built environment, topography, landscape and drainage.**
- **Development should aim to enhance the immediate street scene and local landscapes/townscape.**
- **The layout should reflect the existing urban grain.**
- **Key views should be retained and new views of key natural and built features should be created.**

b. Identity

- **New homes should be architecturally locally distinctive, innovative and visually attractive through the scale and proportions, use of materials, facades and detailing. This should not prohibit contemporary architecture.**
- **A range of house types and styles should be provided on any housing development sites with a balance of symmetry and variety.**
- **Street design and landscaping should reflect positive local existing and historical precedents.**
- **Large-scale housing developments should include a variety of character areas within them in order to allow different areas and neighbourhoods to each have their own identity.**

c. Built Form



- Housing developments should create walkable neighbourhoods with recognisable streets and spaces which promote legibility.
- The development should seek to create a sense of enclosure with a good relationship between buildings, landscape and the street.
- Houses should effectively turn corners at street junctions to avoid blank walls and non-active frontages.
- There should be sufficient spacing and landscaping around detached homes, as such detached properties should only be used at lower densities.
- Buildings should face streets with private areas to the rear of the buildings.

d. **Movement**

- Housing development should be designed around a clear hierarchy of connected streets which are orientated to address key pedestrian desire lines, promote permeability and create a legible environment.
- Cul-de-sacs should be avoided where they frustrate pedestrian permeability.
- Larger housing developments should have streets designed to accommodate public transport.
- Connections and through routes should be made to adjoining land and highways to improve permeability and to avoid sterilising future sites for development.
- Housing developments should include a mix of parking solutions to ensure highway safety and avoid a car-dominated environment.
- Continuous front curtilage parking should be avoided. Parking spaces in the front curtilage of dwellings should only be provided where landscaping or a front garden can also be provided to reduce the impact of cars.
- Rear parking courts should also be avoided unless they are well-overlooked, secure, small in scale and well-related to the car-owners property.

e. **Nature and Public Spaces**

- Existing natural features and trees should be incorporated in the development.



- Landscaping should be provided throughout the site including the provision of street trees.
- Open spaces should include natural features, be well overlooked, have a clear purpose and be in an accessible location within the development.
- Lighting should be consistent with the objective of preserving dark skies and avoiding excessive light pollution.

f. **Functional, Healthy and Sustainable Homes**

- New homes must be built to meet requirement M4(2) of Part M of the Building Regulations for accessible and adaptable dwellings where practicable.
- Developers should consider options to improve the energy efficiency of homes and reduce their carbon footprint through choice of materials, orientation, fenestration, solar gain, ventilation, renewable energy and shading.
- Convenient and discreet bin storage should be provided.
- Homes and external areas should be designed to be secure and reduce the risk and fear of crime.

g. **Lifespan**

- Housing developments should be designed to be adaptable to changing needs and technologies.
- Developers should ensure plans are in place for the long-term stewardship and management of public spaces.

Planning applications will be refused for housing development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account the above criteria and the National Design Guide and any future local design guide/code.

Policy Justification and Supporting Text

5.5 This policy when assessing housing design, adds detail to Core Strategy Policy CS9 and reflects the NPPF chapter 'Requiring good design' and the new National Design Guide.

5.6 The Council will consider preparing a local design guide/code to further expand upon this policy and Policy CS9.



5.7 The policy is framed around the key headings set out in the National Design Guide and provides some specific local requirements for design. In terms of context regard should also be had to policies on the historic and natural environment including Policies CS10, CS11, E4 and E5. Evidence including Conservation Area Appraisals, the Great Yarmouth & Waveney Settlement Fringe Landscape Sensitivity Study (December, 2016), the Great Yarmouth Borough Landscape Character Assessment (April, 2008) and the Broads Landscape Character Assessment should be considered. Site specific heritage impact assessments, where necessary, may also help inform setting the context of the development. Development should take into account key local features and create and maintain views to key buildings and landmarks such as Caister Castle and Great Yarmouth Minster and natural features such as the coast and The Broads.

5.8 The policy expects new development to be locally distinctive. Standard house types which have been repeated from elsewhere in the country with no adaptation to address local context will not be appropriate. Contemporary architecture will be supported but it must take cues from the local natural or built environment. Materials used should relate to local materials and existing buildings. For large-scale developments it will be important to provide a range of character areas to reduce the sense of a large housing estate.

5.9 A key quality of a well-designed place is a sense of enclosure which results from the spatial organisation of landscape features and/or buildings. Appropriate levels of enclosure create spaces which are visually pleasing and provide a connection between the pedestrian, the landscape or the building. Appropriately scaled terraced homes which are well related to the street achieve this. As do detached and semi-detached homes with generous landscaping around them. Therefore detached buildings should have appropriate space around them to allow for landscaping, including trees, and front gardens to create a sense of enclosure. Another key feature of achieving visually attractive places is an active frontage which creates a sense of security and adds visual interest to the street. Therefore buildings should face streets and at junctions, effectively turn the corner to provide an active frontage on to both streets.

5.10 In order to promote active lifestyles and reduce the negative impacts of car traffic it is essential that developments are designed to prioritise walking and cycling. It is therefore important that the layout and arrangement of buildings create permeable and legible routes which are orientated around pedestrian desire lines. Often new housing developments can be 'cellular', with missed opportunities to increase permeability and to mitigate the additional resulting traffic loads on existing roads and junctions. It has also sterilised land which might otherwise have been appropriate for housing by making access impractical. To avoid this it is necessary to take a longer and broader perspective, and estate type developments will be expected to provide road and other links between existing roads and to the boundary with other land which may subsequently be developed, especially if this provides a potential prospect of a continuing link through to another existing road at some point in the future.

5.11 It is essential that sufficient and well-designed parking spaces are provided for on new housing developments to avoid problems such as pavement parking and other dangerous on-street parking. In terms of provision, development will need to be in accordance with Policy I1. In terms of design, the main aim is to ensure parking spaces are well-used and do not result in a car-dominated street-scene. It is generally best to have a mix of solutions. For detached and semi-detached houses, it is best to provide parking on-plot to the side of houses to allow for the provision of front gardens and landscaping and maintain a relationship



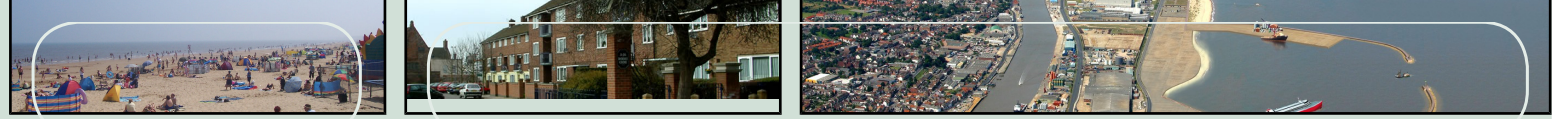
between the building and the street, thus avoiding a car-dominated environment. For streets with terraced housing a mix of solutions will be required. This could include off-street solutions such as car-ports, parking courts, integral garages, and space in the front curtilage or rear curtilage of the property. Front-curtilage parking should generally be avoided as it can remove the possibility for landscaping, street trees and front gardens, removes the opportunity for on-street parking for visitors, increases the potential for conflicts between pedestrian and vehicles and results in a car-dominated environment with a poor sense of enclosure. Similarly rear-parking courts should be avoided as they often are poorly used which results in cars parked informally on streets not designed to accommodate them. Rear-parking courts should only be used where they have good access to properties, are secure and well-overlooked to encourage use. On-street parking can be a desirable solution where streets are of sufficient width to accommodate parked cars. Parking bays in streets can also be a positive solution particularly where separated with street trees.

5.12 The retention of existing natural features on a site can provide benefits to biodiversity as well as creating a more mature appearance to the landscape within the development from day one. Street trees, particularly deciduous trees, can have numerous benefits, including, creating visually attractive streets, biodiversity benefits and providing shade in summer and allowing for solar gain in winter. Therefore, most streets within new housing developments should include street trees unless it can be demonstrated inappropriate for other design reasons or not practicable due to site constraints. In addition, existing trees or hedgerows will be important in terms of meeting emerging requirements under the provisions of biodiversity net gain on developments which are expected to be introduced through the forthcoming Environment Bill.

5.13 The Borough has a relatively aged population structure, and this characteristic is likely to become more pronounced in the future, with the number of residents over 85 anticipated to double during the plan period. Additionally many households have persons with disabilities which require adaptations to homes. Emerging evidence suggests that all new homes in Borough should be designed to be adaptable to meet current and future needs. Therefore all new homes built in the Borough must meet requirement M4(2) of Part M of the Building Regulations unless it is not practicable to do so. The Local Plan Part 2 Viability Assessment has concluded it is financially viable for all new homes to meet this standard. Exceptionally, where it is not possible to achieve step-free access due to the topography of the site or flood risk, these requirements will not be imposed.

5.14 Climate change is a key issue facing the Borough. Whilst this Local Plan does not set specific standards for energy efficiency or renewable energy requirements in new developments, developers are encouraged to consider how their housing developments could be more energy efficient and reduce their carbon footprint.

5.15 Housing developments should be designed with consideration of how things might be in future, for the example the provision of electric and autonomous vehicles, broadband requirements and energy requirements. Developers also should consider carefully and set out a plan as to how public spaces such as streets, open spaces, drainage and parking courts will be managed in the long term. Policy H4 sets out requirements for the adoption of open space. For other public spaces consideration should be given to whether public authorities can adopt them or whether a management company needs to be formed or commissioned.



5.16 The Design and Access Statement should clearly set out how the policy requirements in Policy A2 have been met. Other tools should also be considered such as the Building for Life 12 criteria.

Advertisements

Policy A3: Advertisements

In assessing advertisement proposals, regard will be given to the local characteristics of the neighbourhood in terms of potential impact upon the scenic, historic, architectural, landscape or cultural settings, and whether it is in scale and in keeping with these features.

In assessing advertisements in terms of public safety, consideration will be given to the advertisement's potential to become hazardous to users of paths, roads, rail, waterways and aircraft.

Policy Justification and Supporting Text

5.17 The display of advertisements is subject to a separate consent process (Control of Advertisements Regulations, 2007) within the planning system. Advertisements are subject to control only in the interests of amenity and public safety. The following policy indicates how such assessments will be approach. Policies A1 'Amenity' and E4 'Trees and Landscape' will also be of particular relevance to advertisement proposals.



DRAFT



Housing

Affordable Housing

The NPPF clarifies that the provision of affordable housing should not be sought for developments that are not 'major sites' (for housing, 10 or more homes or sites of an area over 0.5 hectares or more), other than in rural designated areas (where policies may set out a lower threshold of 5 units or fewer). This effectively supersedes, in most cases, the thresholds set at 5 dwellings in Core Strategy Policy CS4 which apply to Affordable Housing Sub-market Areas 1 and 2 (excepting those parts within the Norfolk Coast Area of Outstanding Natural Beauty where the threshold remains at 5 dwellings or less).

Affordable housing tenure mix

Policy H1: Affordable housing tenure mix

As a starting point the Borough Council will seek the following split in the affordable housing requirement for a site.

- a. 90% Affordable Rent.**
- b. 10% Affordable Home Ownership.**

Alternative tenures may be accepted where applicants can adequately demonstrate the demand for other affordable housing products and that they are affordable in the local context.

Policy Justification and Supporting Text

6.1 The above policy builds on Policy CS4 setting out the Borough's affordable housing requirement. However, since the adoption of the Core Strategy, the NPPF sets out that planning authorities should expect at least 10% of the homes on major sites to be available for 'affordable home ownership', unless this prejudices the ability to meet the identified affordable need.

6.2 The Borough has a significant affordable housing need with challenging conditions including low incomes. Evidence shows that of the affordable home ownership products available (as defined in the NPPF, such as starter homes), only a very small proportion of shared ownership housing is currently affordable to local residents.

6.3 Another factor which limits the ability of the Borough Council to meet its affordable housing need, is the viability of development. With challenging viability, Core Strategy Policy CS4 could only require proportions of 10% and 20% affordable housing across the housing market areas within the local plan area. Consequently, the amount of affordable housing achieved is considerably below the affordable housing need, and the total affordable housing need cannot feasibly be met by the plan.



6.4 This policy therefore provides a justified exemption from the national policy requirement, and will ensure that the affordable housing that is provided will meet the strongest areas of affordable housing need, and will not prejudice the large proportion of people within this need that do not have the means to purchase affordable home ownership products.

6.5 The policy does, however, contain flexibility where development schemes may be able to demonstrate to the Borough Council that there is sufficient demand for an alternative affordable housing tenure. In each case, it is strongly recommended that applicants seek guidance from the Borough Council's Housing Team to understand the current local affordable housing needs prior to submitting a planning application for residential development.

Delivering Affordable Housing

Policy H2: Delivering affordable housing on phased or cumulative developments

Where residential sites are developed separately through phased or cumulative development, as evidenced by one or more of the below, within the past 3 years of the application being made, the affordable housing requirement will be calculated based on the total development (i.e. the site subject to the application together with any adjacent plots meeting the criteria below), and not treated individually.

- a. The application site is the same ownership as one or more adjacent plots of land.
- b. There is evidence of previous applications for development of a larger site of which the application site forms a part of.
- c. The site is contiguous to a development that has been either:
 - under construction or completed in the years prior to the application being made; or
 - has been granted planning permission or approval of reserved matters within the last 3 years and remains capable of implementation.

Policy Justification and Supporting Text

6.6 The Borough has a high need for affordable housing. To address circumstances where housing proposals submitted in phases or cumulatively (i.e. those on a larger specific site) would result in a lower overall requirement for affordable housing, the Borough Council will seek to ensure that the affordable housing contribution is based upon the whole site. For example where there is a planning application for seven units has already been approved and after a further year another planning application under the same ownership on an



adjacent site is submitted for three units; then the affordable housing requirement will be calculated from a total development of ten. If the affordable units could not be provided on the latest planning application, then a contribution for off-site provision will be sought.

Housing Density

Policy H3: Housing density

To make an efficient and effective use of land, residential developments will need to meet the following indicative minimum housing densities:

Location - settlement(s)	Net minimum housing density (dwellings her hectare)
Great Yarmouth Town Centre & Gorleston-on-Sea Town Centre, and edge of centre locations	50
Elsewhere in the settlements of Great Yarmouth, Gorleston-on-Sea & Bradwell	35
Caister-on-Sea, Belton, Hemsby, Hopton-on-Sea Martham, Ormesby St Margaret and Winterton-on-Sea	30
Elsewhere in the Borough	20

In exceptional circumstances, such as where a site location is particularly sensitive owing to its distinct local character, the Borough Council will consider the acceptability of lower housing densities.

Low density residential developments, particularly those on land graded 1 or 2 in agricultural land value or greenfield land, that do not meet the above minimum standards or fail to demonstrate relevant exceptional circumstances will not be permitted.

Policy Justification and Supporting Text

6.7 The above policy builds on the NPPF which encourage local planning authorities to make an effective use of land when meeting housing needs, and suggest the use of density standards to support this aim.

6.8 The density standards seek to 'uplift' housing densities in accessible urban centres, but also set more appropriate and efficient standards to apply in more rural and less accessible locations in the Borough. Much of the greenfield land within the Borough is of agricultural value (including the most productive, Grades 1 and 2 Agricultural Values). Therefore to make the most efficient use of such land where it is lost, lower density residential developments will not be permitted where they fail to provide an exceptional circumstance.



6.9 The standards have been established following an assessment of existing densities, densities of newly permitted residential developments, and densities of emerging site allocations, all of which were calculated across a number of settlements to categorise the standards. For the purpose of calculating the developable area for residential development (the net area), areas of on-site open space should be excluded.

Open space provision for new housing development

Policy H4: Open space provision for new housing development

New residential developments will be expected to make provision for publicly accessible recreational open space to the following standards.

- a. 103 square metres per dwelling, comprising approximately:**
 - 24% for outdoor sport;
 - 18% for informal amenity green space;
 - 6% for suitably equipped children's play space;
 - 2% for allotments;
 - 10% for parks and gardens; and
 - 40% for accessible natural green space.
- b. This provision will generally be expected to be provided on site, except to the extent that the size, circumstances and surroundings render this impractical or undesirable, in which case an equivalent financial contribution will be required for the improvement or enhancement of public open space provision in the locality.**
- c. Flexibility may be provided in the balance between on and off-site provision, and between the types of open space, in the light of the nature of the development and the availability of existing recreational play space in the vicinity. Developments of 20 dwellings and above, however, will generally be expected to meet the requirement for children's play space on or adjacent to the site (i.e. other requirements may, subject to the foregoing criteria, be provided elsewhere).**
- d. Robust arrangements for the management and maintenance of the on-site provision in perpetuity will be required to be demonstrated. (This will not be relevant where a financial contribution is accepted in lieu of the whole of normal on-site provision.) This requirement may be met by:**
 - the Borough Council's agreement to adopt recreation space, which will require a minimum of 20 years financial contribution paid to it for by the developer in advance of adoption; or



- an agreement with the relevant Parish or Town Council for it to adopt the space and commit to (for which it may require an appropriate financial contribution from the developer); or
 - the establishment of an adequately funded private management entity with responsibility for its maintenance and management in perpetuity.
- e. **Acceptability of a financial contribution in lieu of on-site provision will be dependent on meeting the following additional requirements:**
- a development that contains sufficient space to ensure a high standard of layout and amenity to the residents and neighbours of the proposed development and to ensure it integrates well into the wider landscape or townscape setting; and
 - a reasonable prospect of delivery of appropriate off-site provision in the locality in the near future, having regard to the amount of the financial contribution, the existence of administrative arrangements for delivery, and (where relevant) the availability of suitable land.
- f. **All types of outdoor open space should seek to enhance biodiversity by improving the potential for habitat connectivity.**

A Supplementary Planning Document will be produced by the Borough Council to provide further detail and guidance on providing open space in new residential development.

Policy Justification and Supporting Text

6.10 This policy adds detail to Core Strategy Policies CS14 and CS15, and Policy GSP5, in securing the appropriate amount of open space (or appropriate contributions) from new residential development.

6.11 To ensure the adequate provision of recreational open space in the Borough, the requirements of this Policy are supported by the Borough Council's Open Space Study (2013) and the Play, Sport and Leisure Study (2015), and the Fields in Trust 'Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard'. The policy is flexible in allowing on and off-site provision for open space, as well as variation from the standard requirement where justified.

6.12 To ensure that new open space provision remains valuable in the long term and that its contribution to amenity and recreation is secured in perpetuity, it is essential there are robust arrangements in place for the management and maintenance of the space. The Borough Council will carefully consider the desirability of adopting such open space, but is under no obligation to do so. Where the Council does agree to adopt open space it will require a minimum of 20 years maintenance costs paid through a contribution to ensure the costs do not place additional burdens on the finances of the local authority. Where the



Borough Council does not agree to adopt open space, a suitable alternative arrangement must be secured such as by agreement with a parish or town council to adopt the open space, or a private management company.

6.13 Based on the above policy requirement, a full off-site contribution for open space to the Borough Council will cost £1,800 per dwelling. A Supplementary Planning Document will be produced setting out further detail and guidance on the provision of open space.

Rural workers dwellings


Policy H5: Rural worker dwellings

New permanent dwellings outside of the Development Limits for full-time workers in agriculture, forestry, or other land-based rural business will be permitted where the applicant can satisfactorily demonstrate:

- a. there is a clearly established functional need to live at the immediate area of their work 24 hours a day through the majority of the year;**
- b. the business has been established for at least five years, has been profitable for at least two years, is currently financially sound, and has a clear prospect of remaining so;**
- c. the functional need could not be fulfilled by an existing dwelling on the site, or any other accommodation (or building capable of conversion to such) in the area which is suitable and available, or likely to become so, for occupation by the worker(s) involved;**
- d. the proposal is satisfactorily positioned on the agricultural, forestry or land-based use, and wherever possible, is sited within an existing group of buildings (where practical to avoid the need for new vehicular access);**
- e. the proposed dwelling is reasonably related in size and character to the functional requirement and the value of the holding in its agricultural, forestry or land-based use; and**
- f. there have been no previous disposals of potentially suitable properties from the holding, or by the applicant or related businesses or persons within the previous 10 years.**

If a new dwelling is essential to support a new rural based activity, it should for the first five years be provided by a caravan or other temporary accommodation. Such temporary dwellings will be supported only where:

- g. the proposal satisfies criteria a, c and f above;**
- h. the application is supported by clear evidence of a firm intention and ability to develop the enterprise concerned (for example significant investment in new farm buildings is often a good indication of intentions); and**

- 
- i. the application is supported by clear evidence that the proposed enterprise has been planned on a sound financial basis, and has a good prospect of becoming a viable long term business.

Policy Justification and Supporting Text

6.14 Core Strategy Policy CS3(d) seeks to ensure the provision of an appropriate range of housing to meet different housing needs, and CS6(i) supports the provision of rural worker's dwellings on economic grounds. NPPF requires the Council to plan for a mix of housing based on the needs of different groups in the community, and specifically identifies rural worker's dwellings as a potential exception to its presumption against isolated dwellings in the countryside.

6.15 This policy provides the detailed criteria to be addressed by those preparing or deciding planning applications for such dwellings, in order to ensure, for example, that such dwellings are permitted where genuinely required, but avoided where the use or type of dwelling will not meet a long term community need. Where planning permission is granted for a rural workers dwelling, occupancy restriction conditions will be imposed to ensure the dwelling is used for that purpose and remains available for that purpose in the future.

Occupationally restricted dwellings

Policy H6: Retention and removal of existing occupationally restricted rural dwellings

Preference will be given to retaining agricultural or other rural based occupancy dwellings where there is a local need.

This will include a preference for amending the terms of any occupancy condition more restrictive than the criteria set out in Policy H5 to reflect those terms, rather than removing a condition entirely.

Proposals for the removal of occupancy conditions will only be permitted where the applicant can demonstrate that:

- a. the dwelling has been occupied in accordance with the terms of the occupancy condition for a minimum of 5 years; and
- b. permission has been sought to relax any occupancy condition terms more restrictive than current (as outlined above); and
- c. there is no longer a need for the dwelling by those working, or last working, in the locality in agricultural, forestry or a rural enterprise, established by evidence of marketing.



Policy Justification and Supporting Text

6.16 To avoid new isolated market housing in the countryside, which is contrary to Policies CS2 and GSP1 and the National Planning Policy Framework and to maintain a stock of housing suitable for rural needs, proposals to remove occupancy restriction conditions will only be approved in exceptional circumstances. The onus will be on applicants to demonstrate that the criteria within the policy have been met in order to justify the removal of such restrictions.

6.17 Marketing evidence will need to be supplied with any application to demonstrate there is no interest in the unit. The marketing will need to be based on a valuation reflecting an occupancy condition no more restrictive than those in Policy H5 and take place for at least 12 months. The marketing should include advertisements in the local press and online as well as targeted approaches. The marketing evidence should detail all viewings and offers made for the marketing period.

Conversion of rural buildings to residential uses

Policy H7: Conversion of rural buildings to residential uses

The residential conversion or re-use of buildings of heritage or landscape value outside the Development Limits for residential use will be supported where this secures that value in the long term and:

- a. it is demonstrated the building is of permanent and substantial construction and capable of conversion without major or complete reconstruction or replacement; and
- b. any extension, additional building(s) or curtilage provision is complementary to the scale and character of the retained building and its setting;
- c. it would not have a significant adverse effect on the amenities of neighbouring occupiers or the effective operation of nearby businesses;
- d. conditions are applied if this is required to avoid future extensions, curtilage buildings or other domestic paraphernalia undermining heritage or landscape justification for conversion; and
- e. ensure that the conversion does not result in the loss of protected species (such as barn owls and bats) and provide compensatory habitat(s) where such loss is unavoidable.



Policy Justification and Supporting Text

6.18 Permitted development rights exist for the conversion of certain redundant agricultural rural buildings to dwellings, but this policy addresses situations not covered by permitted development, and where there is a potential long term heritage or landscape value which can be secured by facilitating a residential conversion of a building. This is in accordance with Core Strategy Policies CS3(d), CS9(a) & (g), CS10(a) and CS11(e), and the NPPF.

6.19 Such developments will also be considered against other relevant historic environment policies (Policies CS10 and E5) and habitat mitigation policy (Policy GSP5), as well as the NPPF.

6.20 The policy facilitates such development in appropriate cases, but recognises that in some cases the changes required for residential use can result in the loss of the very qualities worth preserving. In some cases an interesting building in disrepair may be preferable to an inappropriate new dwelling in the location.

6.21 Where a conversion is, in itself, advantageous, restriction of permitted development rights may be required to ensure that such advantage is maintained in the long term, and not eroded by excessive or poorly designed or located building, or other domestic clutter.

6.22 In some cases, particularly with timber framed buildings, a full protected species survey will be required to assess the potential to impact upon protected species (such as barn owls and bats) or habitats. Such surveys will need to be carried out by suitably qualified person(s) at the right time of the year, using methods appropriate for the species of the area.

Replacement dwellings outside of Development Limits

Policy H8: Replacement dwellings outside of the development limits

The replacement of a single permanent dwelling outside the Development Limits with a new dwelling will be permitted on the same site where:

- a. the existing dwelling is not a building of architectural or historical value which makes a positive contribution to the locality;**
- b. the dwelling being replaced has a current lawful permanent residential use and has not been abandoned;**
- c. the replacement dwelling's scale, siting and design, and any extension of its curtilage:**



- would not harm the character of the surrounding area or any protected landscape, habitat, species or heritage assets; and
 - would not have a significant adverse effect on the amenities of neighbouring occupiers or the effective operation of nearby businesses; and
- d. any increase in bedrooms would not have an adverse impact on road safety or the free movement of traffic on any road of strategic network significance.

Policy Justification and Supporting Text

6.23 Existing dwellings in the countryside contribute towards the range of dwelling types and sizes required to support a diverse community. Many of these make an important contribution towards the rural character of an area and it is important this is protected. However, housing needs to be adaptable to meet changing requirements of family life, as indicated in Policies CS1 and CS3. As such, it is recognised that in some cases there is a need for the replacement of an existing dwelling with a new dwelling and Policy H8 facilitates this outside of the Development Limits.

6.24 Proposals for replacement dwellings under this policy will also need to have regard to Policies CS10 and E5 on the historic environment.

Residential Extensions

Policy H9: Residential extensions

Residential extensions will be permitted both within and outside of Development Limits where they:

- a. maintain or enhance the character and appearance of the building, street scene, its immediate surroundings and the wider townscape or landscape;
- b. would not significantly adversely affect the amenities of any neighbouring occupiers; and
- c. do not deprive the property of suitable amenity, utility, parking and highway access for the resulting scale of use.

Policy Justification and Supporting Text

6.25 Permitted development rights exist for certain types of residential extension, but this policy addresses situations not covered by permitted development. The policy is aimed at residential extensions which are specifically ancillary to the main residential use of the building. It is recognised that residential extensions can play an important role in the



upgrading and design efficiency of the Borough's existing housing stock. When assessing the suitability of further development, the impact of the proposal on the existing house, the scale of the extension and its potential impact upon the setting of the surrounding area and quality of life of the occupiers and existing residents will be taken into consideration.

6.26 This policy helps to give effect to Core Strategy Policy CS3(b), (f) & (g) and CS9.

Residential annexes

Policy H10: Residential annexes

For the purposes of this policy, Residential Annexes are defined as detached buildings or extensions within the curtilage of a dwelling which provide additional residential accommodation not wholly integrated with the main dwelling.

Proposals for residential annexes will be permitted inside and outside of Development Limits provided that:

- a. the annexe is ancillary, and subordinate in scale, to the principal dwelling, and in particular;**
 - **it is in the same ownership as, and occupied in conjunction with, the principal dwellings; and,**
 - **it shares the existing access, curtilage, garden and parking of the principal dwelling without differentiation; and**
- b. it is consistent with the policy for residential extensions Policy H9; and**
- c. the annexe is capable of practical incorporation with the principal dwelling once there is no longer a need associated with it.**

Any permission granted will be subject to a legal agreement to ensure that these requirements continue to be met.

Annexes that are not designed as an integral part of the principal dwelling's curtilage and use will not be permitted under this policy.

Policy Justification and Supporting Text

6.27 To help deliver Core Strategy Policies CS1(a) & (b), CS2(e) and CS3, this policy facilitates the adaption and change of the housing stock to accommodate, for example elderly or growing families, while ensuring that independent dwellings are not created in inappropriate locations or with poor relationships to existing properties. Applications should therefore demonstrate how the annex has been designed to prevent the creation of an independent dwelling including the future use of the unit. The design of the annex should reflect the character of the existing dwelling and be subordinate in size, scale and provision of



accommodation to the existing dwelling. In all cases, there will be no boundary treatments that physically separate the accommodation from the main dwelling or a separate vehicular access, and this will be managed by condition.

Housing for the elderly and other vulnerable users

Policy H11: Housing for the elderly and other vulnerable users

The provision of accommodation especially suitable for elderly and other vulnerable people will be encouraged. The following types of development will be permitted:

- a. bungalows within Development Limits;
- b. accessible apartments within Development Limits; and
- c. grouped accommodation with appropriate elements of support, shared facilities and/or nursing care/wardening where either:
 - I. it is located within Development Limits, and
 - close to town or village shops, public transport, community facilities and medical services; and
 - these are easily reached by those without access to a car, as appropriate to the needs and level of mobility of potential residents; or
 - II. it is located outside Development Limits, and
 - is adjacent to the Development Limits of a Main Town, Key Service Centre or Primary Village;
 - a Travel Plan shows how residents without cars will have access to shops, community facilities and medical services, as appropriate to the needs and level of mobility of potential residents. The plan should also demonstrate how visitors and staff without cars can access the premises. Measures included in the plan will need to be secured by planning condition and/or a planning obligation;
 - a planning condition restricts the occupancy to older people or people with a need for care.

Where sites close to Great Yarmouth or Gorleston-on-Sea town centres become available which are suitable for grouped accommodation under 3(l) above, preference will be given to such accommodation over other potential uses.



For elderly accommodation covered by this policy, the design should facilitate the provision of:

- d. generous internal space standards;**
- e. high levels of energy efficiency with good ventilation;**
- f. suitable storage space for items that aid mobility;**
- g. sheltered external recreational space, and where this cannot be achieved, to the provision of external balconies; and**
- h. an attractive outlook and/or activity from within this accommodation.**

Policy Justification and Supporting Text

6.28 This policy helps to give effect to Core Strategy Policy CS3 (d) & (e) . The Borough has a relatively aged population structure, and this characteristic is likely to become more pronounced in the future, with the number of residents over 85 anticipated to double during the plan period. The provision of accommodation particularly suitable for older people can also free up existing housing stock to make it available for families and other younger people for whom it is more suited.

6.29 Given the significant need for housing suitable for older people and people in need of care it is necessary to promote this form of development and encourage and prioritise it in certain areas. Where sites become available close to Great Yarmouth or Gorleston-on Sea town centres these should be prioritised for housing suitable for the elderly. Therefore, proposals for new development close to the town centres will need to be supported by evidence documenting whether the site is suitable and desirable for grouped accommodation with appropriate elements of support, shared facilities and/or nursing care/wardening for the elderly or vulnerable people.

6.30 As it may be difficult to secure this accommodation on windfall sites within Development Limits, the policy also allows for accommodation for older people and people with care needs outside of Development Limits but adjacent to the more accessible settlements in the Borough. In these situations it will be necessary to ensure that there is good access to services and facilities for those with no access to a private car. To demonstrate good accessibility, such housing will need to be appropriate for the intended users, for example by providing ramps, lifts and stair lifts.

6.31 The design standards have regard to the principles set out in the 'Housing our Aging Population Panel for Innovation' (HAPPI) report which published in 2009 sought to consider what reforms were needed to ensure that new build specialised housing meets the future needs and aspirations of older people.

6.32 In addition to this policy, the Borough Council is applying a requirement in Policy A2 that all new housing should be to 'M4(2): Accessible and Adaptable Dwellings' standards where practicable. The intention of this approach will be to maximise the flexibility of new



housing to accommodate a wider spectrum of housing needs. This will support housing needs of older people but also those with specialist needs such as those who are disabled and some wheelchair users.

6.33 It is strongly recommended that prior to submitting a planning application, applicants discuss the level of specific elderly or vulnerable users' housing need with the Borough Council and Norfolk County Council.

6.34 In accordance with Policy GSP5, where the potential for increased recreational pressures on nearby internationally protected habitats sites is demonstrated, mitigation measures may be sought in the form of contributions.

Housing in Multiple Occupation

Policy H12: 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 Houses in Multiple Occupation (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 in this location.

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 will not be acceptable.

For all HMO proposals:

- a. there must be provision of adequate practical bin storage for the number of potential occupants out of sight from the street such as 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;
- b. 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 A1).



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 and Supporting Text

6.35 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, with the sharing of key facilities.)

6.36 Great Yarmouth benefits from many hotels, guest houses, boarding houses and bed-and-breakfasts. Changes to tourism patterns over the past 40 years or so, however, 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. The financial pressure for conversions of existing guest houses, hotels, etc. and C3 dwellings to HMOs remains strong.

6.37 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, A1 and I1).



6.38 Changes to the General Permitted Development Order in 2010 enabled 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 area). 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.

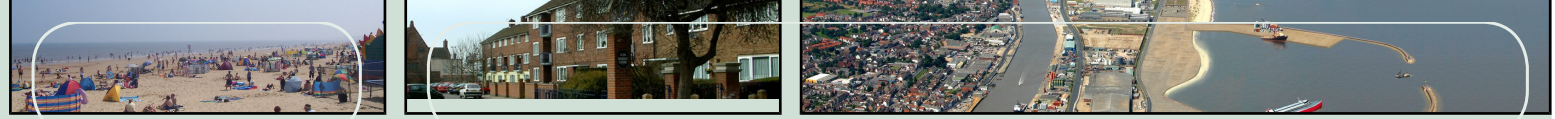
6.39 The greater risk of unacceptable amenity impacts, and also impacts on the character of the area, tends to occur with new *sui generis* HMOs. At least some C4 HMOs may have no greater impact on amenity, character and parking (for example) than C3 dwellings, so a slightly less restrictive policy approach in terms of concentration is appropriate. 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.

6.40 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.

6.41 For some limited areas of the Borough, further HMOs would undermine the particular plan proposals for them, including the 'Great Yarmouth Seafront improvement Area' (see Policy GY6) and the 'Hall Quay Development Area' (see Policy GY3), so no new HMOs will be permitted there. The 'Back of the Seafront Area' (see Policy GY7) 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 prefers 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.

6.42 Most, but not all, HMOs require a licence from the Council's Environmental Services department to operate lawfully (see the Council's Environmental Services [website](#) 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.



6.43 In terms of minimum room and space standards, these are set out in the 1985 Housing Act (sections 325 and 326), which are also referred to in the 2004 Housing Act. The current minimum bedroom sizes are repeated below for convenience (any person over the age of 10 is counted as an “adult” and children between the age of 12 months and 10 years as 0.5 of an “adult”):

Table 6.1 Space standards

Floor area of room	Number of Persons
10.2 sqm (110sqft) or more	2 people
8.4m ² – 10.2m ² (90 – 110sqft)	1.5 people
6.5m ² – 8.4m ² (70 – 90sqft)	1 person
4.6m ² – 6.5m ² (50 – 70sqft)	0.5 person (i.e. child of 1-10 years old only)
Less than 4.6m ² (50sqft)	Not suitable as sleeping accommodation

6.44 In order to prevent ‘doubling up’ (two or more people living permanently in an 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.

6.45 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.

6.46 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.

6.47 In order to help mitigate the problems of confusion between the different regulatory regimes (planning, licensing and building control), 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.

6.48 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.



6.49 In accordance with Policy GSP5, contributions will be sought for habitat monitoring and mitigation measures where there is an anticipated increase in the potential recreational disturbance to Natura 2000 Sites, as calculated through the Habitats Monitoring and Mitigation Strategy. The contribution is charged per six bed-spaces (as equivalent to a dwelling) and rounded up where it is part of the next six (for example, 8 bed-spaces would round up to 2 equivalent dwellings).

Housing supply and delivery

Policy H13: Housing supply and delivery

Outline planning applications for major housing development should provide evidence on how the site will be delivered to give confidence that completions can occur within five years of consent.

In the event that the Council is unable to demonstrate a five year supply of housing, consideration will be given to applying a shorter than standard time limit to outline applications for major housing development to encourage prompt delivery.

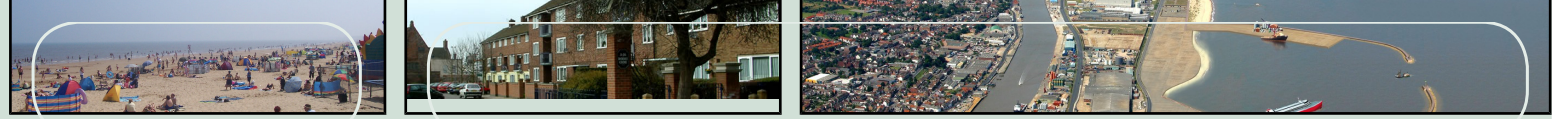
Policy Justification and Supporting Text

6.50 The NPPF seeks to significantly improve the supply of new homes. The Council's Local Plan also seek to ensure new housing is delivered to meet needs. It is therefore important that proposals for new housing are deliverable.

6.51 The NPPF puts significant weight on the deliverability of housing developments and requires local planning authorities to identify a five year supply of deliverable sites. Where a five year supply cannot be demonstrated the NPPF states that policies in the development plan, including those which are most important for determining applications, are treated as being out-of-date meaning that speculative applications for housing developments could be permitted where they would usually be contrary to development plan.

6.52 There is, however, no direct relationship in Great Yarmouth between planning permissions granted and the delivery of housing. There are currently well over 3,000 dwellings with planning permission, around half of which are one or two years old, yet on average only just over 200 dwellings a year have been completed in recent times. The purpose of the policy is to encourage an increase in housing delivery, while discouraging the grant or renewal of planning permission for speculative development, particularly where it has little prospect of early delivery.

6.53 The NPPF defines a deliverable site as available and suitable for development now and can realistically deliver housing within five years. It assumes that all sites which do not involve major development and all sites which benefit from full/detailed planning permission are deliverable. However, for outline planning permissions, the NPPF states that there needs to be clear evidence that housing completions will begin on site within five years. Policy H13 therefore requires outline planning applications for major housing development to be supported by evidence to demonstrate that completions will occur within five years of consent.



Such evidence should include progress on securing a developer, timetable for the submission of reserved matters and discharge of conditions, viability, how any ownership constraints are being resolved and information on funding bids to secure delivery. For developments on land which have a recently lapsed permission, evidence will also be required detailing why the previous permission lapsed and how circumstances have now changed in order that completions will occur within five years.

6.54 In the event that the Council cannot secure a five year supply it will be important to ensure that new planning permissions (particularly those which are being justified on the basis of a lack of supply) will deliver housing promptly. As such the Council will consider applying a shorter than standard time limit to outline applications for major housing development.



DRAFT



Retail

Location of Retail development

Policy R1: Location of retail development

Town Centre Boundaries, District Centre Boundaries and Primary Shopping Areas are identified on the Policies Map.

New main town centre use development (falling within use classes A1, A2, A3, A4, A5, C1, D1, D2 and B1a) will be permitted within the designated centre boundaries. Where there are no suitable or available sites within the designated centre, main town centre use development will be permitted on edge of centre sites.

For retail development in Great Yarmouth, edge of centre sites should be within 300 metres of the Primary Shopping Area. For the development of other main town centre uses in Great Yarmouth, edge of centre sites should be within 300 metres of Town Centre Boundary.

For all main town centre uses proposed in Gorleston-on-Sea, Bradwell or Caister-on-Sea, edge of centre sites should be within 300 metres of the designated centre.

Where there are no suitable or available sites within designated centres or edge of centre sites, new town centre use development will be permitted on out of centre sites providing:

- a. the location is accessible by public transport and is accessible to pedestrians and cyclists;**
- b. the site has good links to the designated centre, or links can be improved;**
- c. the proposed use either individually or cumulatively does not undermine the attractiveness or viability of the designated centres; and**
- d. the site will not impact upon other neighbouring uses, in terms of traffic, parking and amenity issues.**

Development on out of centre sites which are also outside of Development Limits will only be permitted where:

- e. an additional need for retail development has been demonstrated to justify the development; and**
- f. there is no suitable and available land within the Development Limits.**



Policy Justification and Supporting Text

7.1 This policy provides further detail to Core Strategy Policy CS7 by setting out how the development of new town centre uses will be treated within the Borough of Great Yarmouth. The NPPF is clear that town centres are the preferred location for the development of new retail, offices, tourism, cultural and community uses and that their location should be considered sequentially i.e. on town centre sites before edge of centre sites, and if that is not possible, considered on well connected out of centre sites.

7.2 Core Policy CS7 identified a need for between 2,152sqm (net) and 4,305sqm (net) of 'food' shopping floorspace, and up to 8,865sqm (net) of 'non-food' shopping floorspace over the current plan period, however this retail requirement was based upon the Council's 2011 Retail and Leisure Study and so is no longer considered reflective of the current retail environment. In 2019, the Council undertook a refresh of its retail capacity, taking into consideration existing planning commitments for both 'food' and 'non-food' schemes within the Borough. This concluded that there was no longer a need for any further retail floorspace to be identified within this plan up to 2030.

7.3 Although it is presently demonstrated that there is no 'need' for additional retail floorspace within the plan period, it is necessary to be clear where new retail development will be focused when market interest and demand does arise. Core Policy CS7 sets out the plan's retail hierarchy which focuses new retail and leisure development towards the 'Main Town Centre' of Great Yarmouth, followed by the 'Town Centre' of Gorleston-on-Sea and then a smaller proportion to the two 'District Centres' in Caister-on-Sea and Bradwell. Finally, a limited amount will be directed to identified 'Local Centres' across the Borough to help sustain the needs of local communities.

7.4 When determining proposals for main town centre uses the NPPF requires a sequential approach to be undertaken. In Great Yarmouth a concentrated Primary Shopping Area is designated within the Town Centre Boundary to define where retail development is to be principally focused, reflecting its strategic importance at the top of the retail hierarchy. This means when determining appropriate edge of centre sites in Great Yarmouth, this will be dependent on whether purely 'retail' (e.g A1) uses or other main town centre uses are being proposed. In the other designated centres of Gorleston, Bradwell, Caister and the Local Centres, appropriate edge of centre sites will be always be for considered as being within 300 metres of the designated centre for main town centre uses.

7.5 To ensure that new proposals do not undermine the viability and vitality of designated centres, and avoids significant adverse impacts on existing, committed and planned public or private investment, development proposals over 200 square metres will need to be accompanied with an impact assessment, as required by Core Policy CS7(f).

Protected Shopping Frontages

Policy R2: Protected shopping frontages

Protected Shopping Frontages are identified on the Policies Map.



Within Protected Shopping Frontages, proposals for retail uses (Class A1) on ground floor frontages will be particularly encouraged and supported.

Proposals to change the use of ground floor premises from use class A1 to other uses will only be permitted where:

- a. their primary function is to provide services and/or sales to visiting members of the public; and**
- b. they provide an active ground floor frontage (e.g. window displays, entrances and views of internal activity; and**
- c. they do not undermine the vitality and viability of the town centre.**

Proposals for the change of use of other active ground floor uses will only be permitted where it would not individually or cumulatively have a significant adverse impact on the character, appearance, retail function, viability or vitality of the centre.

Policy Justification and Supporting Text

7.6 This policy supports the Core Strategy (Policy CS7(d)) and the NPPF (paragraph 85) by identifying 'protected shopping frontages' (as defined on the Policies Map) as the main focus of retail activity within the town centres of Great Yarmouth and Gorleston-on-Sea. Accordingly, the main uses encouraged within these ground floor frontages to support footfall will be Class A1 Retail (shopping) uses.

7.7 There may be circumstances where alternative uses providing ground floor frontage will be acceptable, such as when they also provide services or sales to members of the public, maintain a fairly dominant retail appearance or where these bring back into active use long-term vacant frontages. Appropriate alternative uses which could contribute to vitality and viability may include A2, A3, A4, D1 and D2. It is necessary that alternative uses do not, however, undermine the character and vitality of the main shopping area by creating long stretches of non-A1 uses. When assessing proposals for alternative non A1 uses, the Council will have regard to the total number and proportion of different use classes along the immediate frontage and the continuity of A1 uses along the frontage.

7.8 It has not been considered necessary to designate Secondary Shopping Frontages as indicated by Core Policy CS7(d). Secondary Shopping Frontages are usually designated to identify frontages for a greater mix of uses including banks, building societies, estate agents, restaurants and cafes etc. These uses are generally acceptable within the wider town centre area of Great Yarmouth (Policy GY1) and Gorleston (Policy R3) and where in compliance with the criteria in Policy R2. Additionally, it has not been necessary to designate Holiday Shopping Frontages, as indicated by Core Policy CS7(d) as Policies GY5 and GY6 provide further direction on how particular retail uses which support leisure and tourism uses along Regent Road and the seafront will be managed.



7.9 It is noted that some changes of use can take place without the need for planning permission under the General Permitted Development Order 2015 which allows some flexibility of uses within the town centre (subject to size, final proposed land use and whether it is located within a conservation or not). The ability of the Council to control such proposals highlights the need to give particular scrutiny to proposals that continue to require the submission of a planning application.

Gorleston Town Centre Area

Policy R3: Gorleston Town Centre Area

The Town Centre Boundary and Protected Shopping Frontage is defined on the Policies Map.

New main town centre use development (falling within use classes A1, A2, A3, A4, A5, C1, D1, D2 and B1a) will be permitted within the Gorleston Town Centre where the function, scale and nature of the proposal would not undermine the vitality or viability of Great Yarmouth Town Centre.

New proposals will be permitted where these:

- a. support the enhancement, appearance, safety and environmental quality of the area;**
- b. promote the short and long-term reuse of vacant buildings;**
- c. seek to enhance the early evening economy;**
- d. improve access to Gorleston Town Centre by sustainable modes of transport and encourage multi-purpose trips.**

Proposals for the change of use of active ground floor uses outside of the Protected Shopping Frontage area will only be permitted where it would not individually or cumulatively have a significant adverse impact on the character, appearance, retail function, viability or vitality of the centre.

Policy Justification and Supporting Text

7.10 Gorleston Town Centre is identified within the Core Strategy retail hierarchy (CS7) as the Borough's 'second' town, below Great Yarmouth. The town centre is principally located along the High Street; north-south between School Lane and Sussex Road, and east-west between Church Lane and Baker Street. The high street is compact and tightly contained beside adjacent residential uses, which is reflected in the delineation of its town centre boundary.

7.11 Gorleston functions well as a town centre and compliments, rather than duplicates, the main town centre role fulfilled by Great Yarmouth, performing the principal day-to-day convenience and service destination for local residents, businesses and sixth form college.



The main stretch of shopping frontage lies between Cross Street and Baker Street, and is strongly dominated by traditional shopfronts, activated ground floors and a vibrant mix of retail and leisure uses with relatively low levels of long term vacancies.

7.12 The policy seeks to protect and enhance the overall role and function of the town centre and therefore supports a range of complementary measures to maintain its continued vitality and viability. The main frontage between Cross Street and Baker Street is designated as Protected Shopping Frontage, therefore new changes of use within this area will need to be carefully considered under Policy R2.

7.13 Non-main town centre uses including residential uses can play an important role to support the vitality of centres, particularly on the upper floors, providing activity and critical mass to support services and facilities. However, this needs to be finely balanced so as not to be detrimental to function the of character of the town centre, such as through the inappropriate loss of shopfronts to residential changes of use.

Caister District Centre

Policy R4: Caister-on-Sea District Centre

Caister-on-Sea District Centre is defined on the Policies Map.

New main town centre use development (falling within use classes A1, A2, A3, A4, A5, C1, D1, D2 and B1a) will be permitted within the Caister-on-Sea District Centre where the function, scale and nature of the proposal is consistent with the role of the District Centre and would not undermine the vitality and viability of Great Yarmouth Town Centre.

New proposals will be permitted where these:

- a. support the appearance, safety and environmental quality of the area;**
- b. promotes the short and long-term reuse of vacant buildings;**
- c. seeks to enhance the early evening economy; and/or**
- d. improves access to Caister District Centre by sustainable modes of transport and encourages multi purpose trips.**

Proposals for the change of use of active ground floor uses to non-main town centre uses will be resisted unless it would not, individually or cumulatively have a significant adverse impact on the character, appearance, retail function, viability or vitality of the centre.



Policy Justification and Supporting Text

7.14 Caister-on-Sea is identified within the Core Strategy retail hierarchy (CS7) as a 'District Centre'. The centre is principally defined along Caister High Street, stretching between Holy Trinity Church in the north to Tan Lane and slightly beyond, in the south.

7.15 There are approximately 40 units within the district centre, including a convenience retailer and a number of smaller independent shops well served by the local community.

7.16 The policy seeks to protect and enhance the overall role and function of the centre and therefore supports a range of complementary measures to maintain its continued vitality and viability.

Local Centres

Policy R5: Local Centres

Local Centres are identified on the Policies Map

Within Local Centres, limited retail, leisure, community facilities and office development will be permitted where it is of a proportionate scale to provide essential services to the local community.

Within Local Centres, proposals to change the use of existing ground floor premises from use classes A1, A2, A3, A4 and A5 to other uses other than retail, leisure, community and offices will not be permitted.

Within Local Centres, proposals for the change of use of ground floor premises from use class A1 to A2, A3, A4 and A5 will only be permitted where there would be, either individually or cumulatively, no significant adverse impact on character, appearance, retail function, viability and vitality of the centre, on highway safety or on the amenity of neighbouring uses.

Policy Justification and Supporting Text

7.17 Local Centres are identified in the Core Strategy retail hierarchy (CS7) below Town and District Centres. Local Centres perform a more limited but important role to provide local residents, and particularly the less mobile and elderly, with day-to-day goods and services. Local Centres typically include a convenience store, post office, pharmacy, newsagent and other shops selling food and beverage. In the Borough, Local Centres have been designated in the following nine locations:

- Northgate Street, St Peters Road, Beresford Road & Camden Terrace, in Great Yarmouth
- Bells Road, Magdalen Way, Lowestoft Road, Church Lane & Almond Road in Gorleston-on-Sea
- Burgh Road & Crab Lane, in Bradwell
- (Proposed) Land west of Jack Chase Way, Caister-on-Sea
- Bell Lane, in Belton



- Kings Way, in Hemsby
- The Green, in Martham
- North Road/Cromer Road, in Ormesby St Margaret
- Black Street, Winterton-on-Sea

7.18 In 2011, the Retail Study identified the Local Centres as being reasonably healthy, performing an important role to provide top-up shopping within walking distance of local residents. This picture remains reasonably consistent as evidenced by the results of the household survey which underpinned the 2019 Retail Capacity Refresh.

7.19 The vitality and viability of the Local Centres are, to varying degrees, principally anchored by their convenience store offer, and fair better when shops are located within a more consolidated geographic area rather than consisting of a collection of dispersed stand-alone units.

7.20 Policy R5 seeks to protect the retail and service level role that Local Centres provide, recognising the importance of maintaining a strong convenience offer to support their vitality and viability of other adjoining uses.

Kiosks and Stalls

Policy R6: Kiosks and stalls

The principle of developing new retail and food outlets in the form of kiosks or stalls will be permitted within the designated Holiday Accommodation Areas, Town Centre or the Great Yarmouth Seafront Area. Applicants will need to demonstrate that:

- a. the siting of the proposal, including the curtilage of the kiosk or stall and associated street furniture, does not obstruct either local footways, promenades and esplanades;**
- b. the design of the kiosk or stall is sympathetic to the surrounding environment, paying particular attention to local street scenes and where applicable, conservation areas, listed buildings and key views;**
- c. the cumulative impact of the proposal, including any clustering of such uses or particular types of uses on the local area, are not significantly adverse; and**
- d. adequate provision is made for:**
 - operational refuse storage out of sight; and
 - litter bin(s) for customers.

Where necessary, conditions may be imposed on proposals to restrict the amount and extent of any external seating, tables, signage, etc.



Policy Justification and Supporting Text

7.21 In specific areas such as the Borough's seafront and coastal resorts, the provision of kiosks and stalls help offer flexible and niche shopping and leisure experiences for residents and tourists, as well as providing an important local economic boost to coastal communities. In town centres, whilst similar benefits are realised, the careful design and position of kiosks and stalls can also help provide activity to existing dead frontages to increase vibrancy and vitality of centres.

7.22 Reflecting this important contribution on the Borough's overall retail, tourism and cultural offer, new kiosk and stall proposals will be generally acceptable where located within the designated Holiday Accommodation Areas, Town Centres and Great Yarmouth Seafront Area. Proposals for new kiosks or stalls outside of these areas will only be acceptable where meeting the requirements of the sequential approach in Policy R1.

7.23 The positioning or appearance of new kiosks and stalls, if poorly thought out can make areas look and feel unattractive by cluttering up streets and highways, intruding upon sight lines, blocking active frontages and introducing unpleasant and inappropriate odours which may have a negative impact upon the vitality of the area and amenity of the existing and future users. To ensure that new kiosks and stalls are developed sustainably and in consideration of the surrounding environment and users, new proposals will also need to demonstrate satisfactory compliance against the detailed criteria in the policy.

Food and Drink Amenity

Policy R7: Food and drink Amenity

When determining the impact of food and drink uses (A3, A4 & A5) on an area, the following matters will be taken into consideration.

- a. The cumulative impact and effects of clusters of other food and drink uses, including those with unimplemented planning permissions.**
- b. The impact of noise and general disturbance, smells, litter and late night activity, including those impacts arising from the use of external areas.**
- c. Availability of parking, servicing facilities and public transport.**
- d. Highway and pedestrian safety.**
- e. Availability of refuse storage space and disposal facilities.**
- f. The appearance of any associated extensions, flues and installations.**



Policy Justification and Supporting Text

7.24 Food and drink uses can be beneficial to the vibrancy, diversity and vitality of centres however, they require careful management to prevent harmful impacts upon the amenity of an area. This policy intends to aid the delivery of appropriate food and drink uses as promoted by Policy CS7(d) by ensuring that the individual and cumulative impacts of food and drink uses do not harm the character of the centre or cause nuisance to residents and other businesses occupiers in the vicinity of food and drink uses.

7.25 The policy provides a non-exclusive list of the main amenity considerations that will need to be addressed by those preparing or deciding planning applications for new food and drink uses.

Rural Retailing

Policy R8: Rural retailing

The development of new or expanded rural retailing uses will only be permitted where:

- a. the retailing is predominantly of the produce of land within a contiguous holding, and the scale and nature of the proposals is consistent with the range, amount and seasonality of that produce;**
- b. the scale and nature of the development is not intrusive within the landscape; and**
- c. the site has a safe and convenient access to the highway network.**

Policy Justification and Supporting Text

7.26 Rural retailing, such as farm shops, nurseries and garden centres can provide a supportive platform to grow local businesses and jobs related to the rural economy.

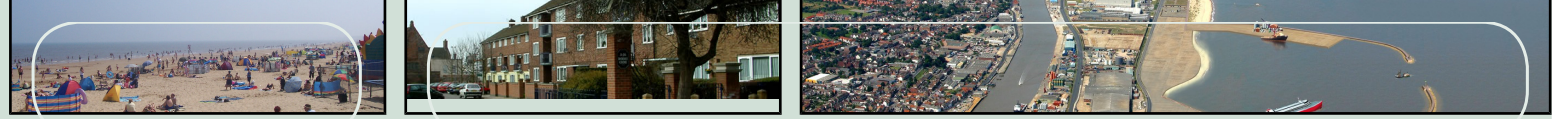
7.27 In recent years the range of products sold, particularly in garden centres, have been extended to include other retail goods as well as providing popular activities such as cafes and play areas, however these have the ability to draw trade away from the Borough's town, district and local centres, potentially undermining their future vitality and viability. Garden centres (and similar enterprises) often require large areas of land to accommodate buildings, car parking and display of plants and other goods and by their commercial nature, can be both visually intrusive upon the landscape and have a significant impact on the local highway network.

7.28 To ensure that new or expanded rural retailing use do not undermine the viability and vitality of nearby designated centres, proposals for retail development based in the countryside will be assessed against the above policy criteria. Where a development proposal is planned over 200m² the submission of a Retail Impact Assessment will be required. This complies



with the approach set out in Core Policy CS7. Where it is necessary, the Council may limit the range and goods sold by planning condition, in the interest or protecting and not undermining the vitality of existing designated centres.

7.29 Some permitted development rights presently exist for the conversion of agricultural buildings to flexible commercial uses including A1 retail. In circumstances where planning permission is required, Policy R8 will apply.



Business and Industrial Development

Business Development

Policy B1: Business development

Business developments falling under use classes B1, B2, and B8 will be permitted within the Development Limits identified on the Policies Map provided it can be demonstrated that the use and structures will be compatible with, and not significantly detrimental, to the existing allocated and permitted uses and occupiers in the vicinity.

Outside the Development Limits a more restrictive approach will apply, and proposals will be permitted only where they comply with the criteria above and:

- a. are small scale and rural in character; or**
- b. it can be demonstrated that they could not be accommodated within defined Development Limits; or**
- c. they comprise an extension or alteration to existing business premises which does not result in a major change in the scale and impact of the premises or use.**

Policy Justification and Supporting Text

8.1 This policy adds detail to Core Strategy Policy CS6 and the NPPF in supporting business development (in this case comprising: Classes B1 (business), B2 (general industrial), B8 (storage or distribution) and Sui Generis from the Use Class Order). The criteria within the policy addresses proposals for new and extended business development, and the requirements within and outside of defined development limits as identified on the Policies Map. The policy will help to ensure that business development is located appropriately according to its intended use and potential impacts on the surrounding environment are minimised and avoided where possible.

8.2 The policy allows for business development outside of Development Limits where the proposal is small-scale and rural in character or the proposal cannot be accommodated within Development Limits or it would comprise an extension to existing premises. Proposals which are rural in character may involve the conversion of existing agricultural buildings or other buildings in the countryside. Proposals for new build will need to be of a scale which is compatible with the rural character of the area and be carefully considered against landscape requirements in Policy CS11 and Policy E4. For larger proposals it will be necessary to demonstrate that it is not possible to accommodate them within Development Limits. This should be demonstrated through evidence which assess the availability and suitability of sites within Development Limits. In these circumstances it will still be necessary to be in conformity with other policies in the plan, particularly Policy GSP3 on Strategic Gaps



and Policies CS11 and E4 with respect to landscape impact. To minimise impacts in these scenarios it would be preferable for developments to be adjacent or closely related to the Development Limits.

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Leisure and Tourism

Holiday Accommodation Areas

Policy L1: Holiday accommodation areas

Within the 'Holiday Accommodation Areas' as defined on the Policies Map, the Council principally aims to:

- a. encourage year-round, sustainable tourism;
- b. support proposals which upgrade or enhance existing or replacement visitor accommodation and ancillary tourist facilities;
- c. resist the loss of tourism uses to non-tourism uses; and
- d. maintain and improve the public realm and the area's open spaces.

In order to achieve those aims, the following tourist uses will be generally encouraged within the Holiday Accommodation Areas, subject to consideration of compatibility with the existing surrounding uses and the potential impacts on the character of the immediate local area.

- e. Hotels.
- f. Camping and caravan pitches.
- g. Self-catering accommodation.
- h. Bed and Breakfast establishments where the owner is resident on the premises and the clients wholly or predominantly there for short term holiday accommodation.
- i. Food and drink uses.
- j. Holiday entertainment.
- k. Visitor attractions.
- l. Amusement arcades.
- m. Small-scale retail units appropriate to serving the needs of the holiday accommodation.

Only in exceptional circumstances will the loss of holiday accommodation within Holiday Accommodation Areas to alternative uses be acceptable. Such circumstances will need to demonstrate that the current use as tourist accommodation is unviable through:



- n. **vacancy of the accommodation of at least a one year period; and**
- o. **marketing of the site for tourist accommodation or an alternative tourist use for at least a one year period; or**
- p. **the viability of an alternative tourist-related use of the site.**

New or expanded holiday accommodation that is developed over the plan period which is located outside of the identified 'Holiday Accommodation Areas' will be treated as being a Holiday Accommodation Area once complete for the purposes of this policy.

Policy Justification and Supporting Text

9.1 This policy sets out the detail required to give effect to Core Strategy Policy CS8, in the Borough Council's approach to promoting tourism, particularly within existing holiday accommodation areas (as defined on the Policies Map). In addition to forms of holiday accommodation, the policy encourages a comprehensive set of ancillary uses suitable to cater for a strong local tourist and leisure industry. The policy is flexible, offering support to proposals that will improve or enhance existing facilities and encourage year-round sustainable tourism.

9.2 Development proposals for food and drink uses, or kiosks and stalls, will be considered carefully against the specific detailed policies (Policy R6 and R7). This will ensure that the local tourist industry is not adversely affected by either the potential over-concentration or nuisance and disturbance that can result from food and drink uses.

9.3 Accommodation within Holiday Accommodation Areas will be maintained for visitor use. Additional permanent residential development within these areas will not be permitted. Permitted new or expanded holiday accommodation will be conditioned to restrict permanent residential occupancy. In exceptional circumstances, where tourist uses are considered to be unviable, this will need to be demonstrated with the appropriate evidence, including marketing evidence submitted to the Borough Council. The marketing evidence will need to demonstrate that the unit/facility has been marketed at a reasonable price reflecting market value and on competitive terms and conditions. The marketing should include advertisements in the local press and online as well as targeted approaches. Marketing evidence should include a full record of enquiries together with reasons as to why a sale/lease did not progress.

9.4 Given the extent of existing tourist development within the defined Holiday Accommodation Area, it is not anticipated that this policy will result in a large net gain of tourist development coming forward over the plan period. However, in circumstances where additional holiday accommodation is proposed, a contribution to habitat monitoring and mitigation measures in accordance with Policy GSP5, will be required.



New or expanded tourist facilities outside of Development Limits and Holiday Accommodation Areas

Policy L2: New or expanded tourist facilities outside of Development Limits and Holiday Accommodation Areas

New or expanded tourist facilities may be permitted outside of the Development Limits and Holiday Accommodation Areas, but only where these:

- a. **are an appropriate scale to the character of the area, availability of local services and facilities, and hierarchical level of the nearby settlement;**
- b. **individually and cumulatively do not significantly change the character of the local countryside, landscape or (where applicable) settlement, taking into account particularly:**
 - **the quantity, scale, density and design of any additional buildings, structures, caravans, car parks;**
 - **the types and amounts of traffic movements and any impacts, including those upon the tranquility of the area;**
 - **the impacts of lighting, advertisements and boundary treatments on the landscape and nightscape;**
 - **any adverse impact on the nationally significant Broads National Park or the Norfolk Coast Area of Outstanding Natural Beauty, but also undesignated but open rural and coastal landscapes;**
 - **the potential for any adverse impacts upon environmentally sensitive locations such as Natura 2000 Sites; and**
- c. **do not have a significant adverse impact on the living conditions of adjoining occupiers.**

Small scale countryside tourism, particularly that involving physical activity or other appreciation of the countryside for its own sake, or the understanding and enjoyment of the Broads National Park, subject to the above, will be encouraged.

Policy Justification and Supporting Text

The above policy provides the detailed criteria to support Core Strategy Policy CS8 (parts (j), (k) and (n), in particular) by encouraging new or expanded tourism development outside of urban areas and in more rural locations where they are appropriate to the scale and sensitivity of the location.



9.5 The policy ensures that the character, setting and sensitivity of the countryside (especially nationally and internationally protected sites) will not be adversely affected by tourist facilities outside of built up areas or existing holiday parks. Small-scale tourist development proposals will be particularly encouraged where they provide an improvement opportunity, for example, to rejuvenate redundant rural buildings of historic or landscape value, or to enhance areas of nature conservation importance.

9.6 In accordance with Policy GSP5, where the potential for increased recreational pressures on nearby internationally protected habitats sites is demonstrated, mitigation measures may be sought in the form of contributions.

Equestrian development

Policy L3: Equestrian development

New and extended equestrian development will be permitted where:

- a. it does not give rise to the need for an additional dwelling on or close to the site;**
- b. the scale of development is appropriate to the setting of the area;**
- c. the appearance of the development, including buildings, landscaping, roadways, ground works and surfacing, fencing and other enclosure, external storage, parking and general associated paraphernalia does not have significant adverse impacts on either the landscape and local amenity;**
- d. the operation of the business will not give rise to adverse impacts on the occupants of dwellings and holiday accommodation not under the control of the applicant;**
- e. suitable vehicular access, connection to the wider highway network and car, commercial vehicle and trailer parking is available;**
- f. the site is well related to a suitable network of off-road rights of way for horse riding (either public rights or rights held by the applicant); and**
- g. does not result in a cumulative proliferation of such uses in the immediate vicinity.**

Policy Justification and Supporting Text

9.7 The Core Strategy and the NPPF recognise the need to strengthen the rural economy, and the tourist industry, and commercial scale equestrian developments offer such potential.



9.8 The above policy applies to both small and larger (commercial) scale equestrian developments. Such facilities tend to be located in the countryside and depending on their scale, can require large serviced and fenced grounds. The policy criteria will ensure that all equestrian developments are suitable in their landscape setting, taking account of potential impacts and avoiding the development of unnecessary isolated dwellings in the countryside.



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Environment and Climate Change

Flood Risk

Policy E1: Flood risk

Where development is proposed in an area of flood risk as defined by:

- a. the Council's most recent Strategic Flood Risk Assessment, and/or
- b. the Environment Agency 'Flood Map for Planning'.

The following will apply with respect to the operation of the Sequential Test for residential development.

- a. For sites within Great Yarmouth Town the area of search for alternative sites can be limited to Great Yarmouth Town.
- b. For sites outside of Great Yarmouth Town the area of search for alternative sites will need to cover the entire Borough and be considered against the overall supply of housing in the Borough.
- c. For sites comprising 100% affordable housing to meet local needs or exception sites under Policy CS4 the area of search for alternative sites will need to cover the area the specific need is arising from.

Where non-residential uses are proposed, areas of search should be applied proportionately depending upon the type of use.

If the needs of the Sequential Test are met as demonstrated by the above. The proposal must then still meet the requirements of the Exception Test as set out in national policy and guidance.

In all cases planning applications will need to be supported by a Flood Warning and Evacuation Plan which covers flood warnings, escape routes and procedures, and awareness of the risks involved. The Flood Warning and Evacuation Plan will be secured by a planning condition.

Policy Justification and Supporting Text

10.1 All development proposals in the Great Yarmouth Borough will be assessed and determined with regard to the management and mitigation against flood risk from all sources. Development will be determined by guidance and policy from the National Planning Policy Framework (NPPF) and National Planning Practice Guidance.



10.2 The NPPF states that development should not be permitted in areas at risk from flooding if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. It therefore requires planning applications for development in areas at risk of flooding to be subject to a Sequential Test to prove that there are no suitable alternative sites at less risk of flooding. For housing development the appropriate area of search should be the housing market area which is the entire Borough. This Local Plan allocates more than sufficient land for housing to meet needs across the Borough. Therefore on adoption of this Local Plan there are suitable, available sites for housing necessary to meet needs. Therefore, proposals for new housing development in areas at risk from flooding will not pass the Sequential Test as there are sufficient alternative sites at a lower risk of flooding.

10.3 However, for proposals within the town of Great Yarmouth a different approach will be required as most of the town is at risk from flooding (particularly when allowing for climate change over the next 100 years). The implications of the Sequential Test in this regard would rule out developments on most sites across the town which have not been allocated in this Local Plan. This would not be a desirable situation as the town is an otherwise sustainable location for development and needs investment in the form of new homes. This is particularly important with regard to the regeneration of the town centre in accordance with Policy GY1. Furthermore the Local Plan also has a windfall allowance for the town. Therefore, irrespective of the housing land supply across the Borough, where developments are proposed within Great Yarmouth the Sequential Test will only need to consider whether at the time of the application there are any suitable and available sites within Great Yarmouth at a lower risk of flooding than the application site. For proposals central to regenerating the town centre, the area of search can be limited to town centre and edge of centre sites.

10.4 For sites comprising 100% affordable housing to meet a specific local need, or an exception site under Policy CS4, a smaller area of search relative to the local need will be appropriate for the Sequential Test. The overall supply across of housing across the Borough will not be relevant in these scenarios as these schemes are for the purpose of meeting a local need.

10.5 When assessing non-residential uses, the area of search should be applied proportionately depending on the nature of the use proposed. For example, where education use is proposed, this should be sequentially tested for other alternative sites within the same catchment area. For retail and other main town centre uses the area of search should reflect the Sequential Test set out in Policy R1.

10.6 Where the Sequential Test can be passed, proposals will still need to be subject to the Exceptions Test. The exceptions test requires demonstration that the sustainability benefits of the development outweigh the risk of flooding and ensuring that the development is safe for its lifetime and does not worsen flood risk elsewhere. In terms of demonstrating the sustainability benefits of the development, the proposal should be assessed against the sustainability appraisal framework contained within the Sustainability Appraisal Report which accompanies this plan. In terms of demonstrating the site is safe for development, finished floor levels or living accommodation in 'more vulnerable' development should be 300mm above the 1 in 200 year flood event level (including climate change allowance) and safe refuge in the building should be provided above the flood level of a 1 in 100 year event (including climate change allowance).



10.7 The Policy also requires the submission of a Flood Warning and Evacuation Plan with planning applications for development on sites at risk of flooding. The plan should identify the site's location, the risk of flooding and access and egress arrangements. It should identify what warning measures will be put in place and how occupants will be made aware of the risks. The plan should include detailed instructions to occupants about what to do in the event of a flood. The Flood Warning and Evacuation plan and its implementation will be secured by planning condition.

Relocation from Coastal Change Management Areas

Policy E2: Relocation from Coastal Change Management Areas

Proposals for the replacement and relocation of development from within the Coastal Change Management Areas identified on the Policies Map will be permitted both within and outside of Development Limits where:

- a. for commercial, community, agricultural and other business development:
 - the relocated/replacement development is of a scale and type commensurate with that replaced;
 - the relocated/replacement development is located at an appropriate distance inland with regard to Policy GSP4 on Coastal Change Management Areas; and
 - the relocated/replacement development is in a location which is accessible to the coastal community from which it was displaced.
- b. for residential development:
 - the relocated/replacement development is of a scale commensurate with that replaced;
 - the relocated/replacement development is within, adjacent to, or very closely related to one of the settlements identified in settlement hierarchy in Policy CS2 of the Core Strategy;
 - the relocated/replacement development is outside of the Coastal Change Management Area as defined on the Policies Map;
 - the proposed development would replace and relocate uses or structures that are within a Coastal Change Management Area shown on the Policies Map.
- c. the original site is:



- cleared of all buildings, structures, and any vehicles, caravans and other paraphernalia which may be stationed upon it, and subsequently maintained likewise; and
- landscaped in a manner appropriate to its location, surroundings and forecast lifetime; and
- put to open space, agricultural or other similar use which can adapt to the anticipated change and will not give rise to demands for new built development or additional defences.

Policy Justification and Supporting Text

10.8 This policy supports the aims of Policy GSP4 by providing a basis to relocate and replace existing development from within the Coastal Change Management Area, to more suitable areas.

10.9 Significant numbers of residential properties and commercial properties are at risk from coastal erosion within the next 100 years. The National Planning Policy Framework states that local plans should make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas. The National Planning Practice Guidance advises that allowing for relocation where planning permission would normally be refused is a way in which this can be achieved.

10.10 Policy E2 allows for the relocation of development within the Coastal Change Management Area to sites more inland, both within and outside of Development Limits. Commercial, community, agricultural and other business development could be relocated to sites less at risk from erosion but still within the Coastal Change Management Area, providing it is in accordance with Policy GSP4. In order to sustain coastal communities, the relocated development should be well-related to the community it was displaced from. Relocated residential development (which has a lifetime of 100 years) should be located outside of the Coastal Change Management area and adjacent, or closely related to, existing settlements (as identified in Table 5 of the supporting text to Policy CS2 of the Core Strategy) in order to avoid development in poorly accessible locations and minimise the impact on the undeveloped countryside. The viability of relocating property at risk from erosion can be challenging. The Council may consider an appropriate scale of enabling development to help facilitate relocation schemes.

10.11 The policy also requires the applicant to address the appropriate clearance of the original site, minimising waste and maintaining the quality of the local coastal environment.



Protection of open spaces

Policy E3: Protection of open spaces

Open spaces which provide local amenity, or recreational benefit to the local community, will be protected. Development proposals that contribute to the loss of either of these will only be permitted in exceptional circumstances and where:

- a. the proposal is ancillary to the space and will add to the value and function of the local open space to the benefit of amenity or the local community; or
- b. the applicant can demonstrate that the local open space is no longer required in its existing open space use or an alternative open space use; or
- c. the loss of space will be replaced by equivalent or better provision in terms of quantity and quality, including accessibility to the local community where relevant.

Policy Justification and Supporting Text

10.12 The above policy builds on NPPF in protecting open spaces. Open spaces tend to be publicly available and provide local amenity and recreational facilities for the local community. However, they can also be private spaces or provide more subtle functions such as contributing to the character and setting of buildings of historic or architectural value. Open spaces also help support biodiversity, the aesthetic quality of the public realm and built environment and mitigate flood risk.

10.13 Policy E3 seeks to retain existing open spaces, and ensure that they are only lost where it can be demonstrated they are surplus to requirements or the space will be replaced by equivalent or better provision in terms of quantity and quality, including accessibility to the local community where relevant.

10.14 In demonstrating whether a open space is no longer required, an applicant should undertake an open space needs assessment. This assessment should consider the provision of open space with the same use within the site catchment area, alternative open space uses and how the site relates to existing provision for each respective type of open space use in the locality. The contribution an open space makes towards local amenity, public realm, biodiversity and the wider green infrastructure network should be considered as part of an open space needs assessment.

10.15 For the purposes of this policy, amenity includes positive contributions to the character and setting of areas or buildings of particular historic or architectural value. The loss of spaces which form part of the setting of a heritage asset will need to be considered with regard to Policy CS10, Policy E5 and the NPPF.



Trees and landscapes

Policy E4: Trees and landscape

Development will be supported where it:

- a. retains trees, hedgerows, including ancient trees and hedgerows, and landscape features which contribute significant value to the character, amenity or ecology to the locality;
- b. takes opportunities to enhance those features and qualities, commensurate with the scale and nature of the development; and
- c. is supported by the following information (to BS 5837 or an equivalent standard) as appropriate to the size and nature of the site and the proposal:
 - a site survey;
 - a landscaping plan; and
 - measures to protect existing trees, hedgerows and other landscape features.

Development which is either:

- d. within the Norfolk Coast Area of Outstanding Natural Beauty; or
- e. inter-visible with, or otherwise affecting the landscape, of either that Area of Outstanding Natural Beauty or the designated Broads area,

will be carefully controlled to avoid adverse impacts on their landscapes and natural beauty, and the enjoyment of their special qualities, including views out from those areas and the value of dark skies as part of their landscape.

Policy Justification and Supporting Text

10.16 This policy sets out the detail required to give support to Core Strategy Policies CS9 (g) and CS11 parts (d) and (e). Great weight will be given in conserving the landscape and scenic beauty, with particular emphasis on sites that have the highest status of protection, such as The Broads (National Park) and Area of Outstanding Natural Beauty within the Borough.



10.17 When considering the impact of development upon the landscape, the Borough Council will also have regard to the Great Yarmouth & Waveney Settlement Fringe Landscape Sensitivity Study (December, 2016) and Great Yarmouth Borough Landscape Character Assessment (April, 2008). Particularly where landscape features contribute significantly to the setting and distinctive characteristics of landscape setting areas.

10.18 Tress and hedgerows, particularly ancient trees and hedgerows, provide an important contribution to the landscape and to biodiversity. Therefore, Policy E4 seeks to retain trees and hedgerows where possible. This is important in terms of meeting emerging requirements under the provisions of biodiversity net gain on developments which are expected to be introduced through the forthcoming Environment Bill. In considering the impacts of development on trees, the Borough Council may require surveys and plans to be submitted which will be to the standard set by the British Standards Institution 'Standards Publication: Trees in relation to design, demolition and construction – Recommendations' (BS 5837-2012), or equivalent standard.

Historic environment and heritage

Policy E5: Historic environment and heritage

Proposals for development should seek to conserve and enhance heritage assets and positively contribute the character of the area.

Development proposals within conservation areas should take into account the special and distinctive character of the area and have regard to the relevant Conservation Area Appraisal and Management Plan.

Non-listed buildings or structures which either make a positive contribution to the significance of a conservation area or are a non-designated heritage asset will be protected from demolition.

Proposals which involve the loss of non-listed buildings/structures which either make a positive contribution to the significance of a conservation area or are non-designated heritage assets will only be permitted where:

- a. **the building/structure is structurally unsound and beyond feasible and viable repair for reasons other than deliberate damage or neglect; or**
- b. **all measures to sustain the existing use or find an alternative use/user have been exhausted and the building risks falling into dereliction.**

In all cases replacement buildings, or any new use of the site, should preserve or enhance the character of the area.

Development proposals which have the potential to impact on Heritage Assets or their settings should be supported by a Heritage Impact Assessment prepared by an individual with relevant expertise. An archaeological assessment must be



included with any planning application affecting areas of known or suspected archaeological value to ensure that the preservation and/or recording of archaeological remains can be secured.

Policy Justification and Supporting Text


10.19 This policy sets out the detail required to support Core Strategy Policies CS9 and CS10. The Borough has a rich historic environment with over 400 listed buildings, 13 scheduled monuments, 1 historic park and garden and 17 conservation areas.

10.20 The National Planning Policy Framework recognises the value of heritage assets and provides protection for all heritage assets with Grade I and II* listed buildings, scheduled monuments and Grade I and II* registered parks and gardens granted the highest levels of protection. The Local Plan does not seek to replicate the National Planning Policy Framework or its accompanying guidance which provides sufficient detail for the determination of applications affecting designated heritage assets. Therefore, the Council will rely on national policy and guidance in this regard. However, it is considered necessary to set out some more detailed local guidance particularly around considerations relating to development within conservation areas and proposals with the potential to result in the loss of non-designated heritage assets.

10.21 The Council prepares and updates from time to time Conservation Area Appraisals and Management Plans for the Borough's Conservation Areas. These documents should help inform development proposals within conservation areas to ensure that development conserves and enhances the character of the conservation area. Proposals which would result in a loss of non-designated heritage assets or buildings/structures which positively contribute to a conservation area will be resisted. The policy allows for a loss of a building/structure if it is structurally unsound and beyond feasible repair. In these scenarios, planning applications will need to be accompanied by a structural survey and financial viability evidence to demonstrate that re-use is not structurally feasible or financially viable. The policy also allows for a loss of a building/structure where all measures to find a suitable use for the building have been exhausted. In demonstrating this, evidence of marketing will be required. The marketing evidence will need to demonstrate that the building has been marketed at a reasonable price reflecting market value and on competitive terms and conditions. The marketing should include advertisements in the local press and online as well as targeted approaches. Marketing evidence should include a full record of enquiries together with reasons as to why a sale/lease did not progress. Where a building/structure is proposed to be lost, the replacement should conserve and enhance the quality of the area.

10.22 To help with the implementation of this policy the Council will prepare a Supplementary Planning Document to set out criteria for helping to identify non-designated heritage assets. This could also inform the creation of a local list of non-designated heritage assets and support the identification of buildings and structures of local importance in Neighbourhood Plans.

10.23 The policy also sets out a requirement for development proposals which have the potential to impact on heritage assets or their settings to be supported by a Heritage Impact Assessment and/or an archaeological assessment where there is potential for archaeological remains. Assessments should be prepared by an individual with appropriate expertise. The



assessment should have regard to guidance issued by Historic England and consider the local historic environment record. The level of detail should be proportionate to the importance of the asset.

Pollution and hazards in development

Policy E6: Pollution and hazards in development

Development proposals will be supported where the potential for the creation of, or susceptibility to, hazards and pollution has been suitably avoided or suitably mitigated.

Applicants will need to demonstrate their proposals are safe from, and do not give rise to, unacceptable hazards and/or pollution as a result of the following matters:

- a. the proposed development and the activities and substances involved;**
- b. the site itself, and any potential existing contamination or instability; and/or**
- c. the proximity of the proposal to any existing hazards;**
- d. the cumulative effect of development in combination with nearby development or developed uses.**

Any development within within the specified distance from the sites identified as notifiable installations, or the development of new notifiable installations, must take account of any risks involved and the need for appropriate separation between hazardous installations and incompatible uses.

Where proposals are within a close proximity (500m) to watercourses, there may be the potential for a hyrdological link. Development proposals should take into account the potential for pollutants and demonstrate a strategy for preventing this reaching the watercourses untreated.

Where proposals are in close proximity to nature conservation sites the potential for increased pollution must be suitably mitigated for development to be supported.

Policy Justification and Supporting Text

10.24 In accordance with the NPPF and Policy CS9(f) of the Core Strategy, the above policy sets out the details to assess development proposals where there may be pollution or hazard risks.



10.25 Sites and installations which have quantities of hazardous substances present on-site are designated as notifiable installations by the Health and Safety Executive (HSE). There are a number of sites within the Borough which are identified as notifiable installations as they pose specific issues of safety and possible harm to human health in adjoining areas:

- Bunn Fertiliser,
- Transco, Great Yarmouth Holder Station,
- ASCO Fuels & Lubricants

10.26 Where proposals come forward within a specified distance to the notifiable installations, advice from the Health and Safety Executive (HSE) will be needed due to the proximity of these sites and the inherent nature of risks associated with them. Where there are risks, the emphasis will be on applicants to demonstrate that their proposals are safe and do not give rise to unacceptable impacts. The specified distances are identified by The Health and Safety Executive and are subject to change over time.

10.27 The siting of new notifiable installations will be managed with the aim of keeping the installations separate from housing and other sensitive land uses with which the installations would be incompatible. The Council will consult the Health and Safety Executive and the Environment Agency about the siting of proposals for new notifiable installations.

10.28 The Borough also has a number of explosives sites within its boundary, which it will also seek the advice of the Health and Safety executive on where proposals come forward within their identified areas.

10.29 Where proposals are within a close proximity (500m) to watercourses there may be the potential for a hydrological link. Where the watercourses are within, or linked to, any Natura 2000 sites the proposals should also be supported with a project level Habitats Regulation Assessment (HRA) which addresses any likely significant effects.

10.30 The National Planning Policy Guidance also provides guidance on air quality and on hazardous substances. This guidance and particularly the flowchart section on how air quality considerations are relevant to the development management process will be referred to where applicable when processing planning applications. Other documents from Statutory authorities will be considered such as DEFRA's Clean Air Strategy 2019.

10.31 The impact of potential light pollution from artificial light sources in areas such as the Area of Outstanding Natural Beauty must be suitably mitigated in line with the requirements of the NPPF.

Water conservation in new dwellings and holiday accommodation

Policy E7: Water conservation in new dwellings and holiday accommodation

New residential development, and holiday accommodation in buildings, will be supported only where it meets the higher water efficiency standard of requirement of 110 litres per person per day.



Policy Justification and Supporting Text

10.32 Water efficiency is one of the national technical standards which may optionally be imposed through local planning policy.

10.33 East Anglia faces significant water resource challenges, as a result of relatively low rainfall, and high levels of residential and agricultural water demand. These challenges are likely to be exacerbated by climate change, which is expected to result in lower overall rainfall for the region, including more frequent drought conditions, but along with increased intensity of periods of heavier rainfall. It is therefore important that growth in the region addresses water efficiency, and the Council has obligations in these regards under the European Water Framework Directive and the Natural Environment and Rural Communities Act 2006.

10.34 The Norfolk Strategic Planning Framework identifies Norfolk as an area of serious water stress as a result of the above issues, and the consequent impact these can have on water quality in the sensitive environment which includes many national and internationally designated nature conservation sites and The Broads. Agreement 17 of that Framework commits all the Norfolk planning authorities "to seek to include the optional higher water efficiency standard (110 litres/per person/per day) for residential development".

10.35 In the context of the prevalence of the holiday industry in the Borough, it is considered desirable to include, as far as practicable, new holiday accommodation in this policy's requirement. Caravans and other holiday accommodation which do not constitute 'buildings' for the purposes for Buildings Regulations are unaffected by this policy, but 'built' holiday accommodation is expected to conform to this standard.

10.36 The NPPF states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations. Core Strategy Policy CS12 seeks to encourage the prudent use of water and match new development with the available supply of water and avoid adverse impacts on nature conservation.

10.37 The optional higher requirement of 110 litres person day water efficiency is set out in Part G of the Building Regulations. Compliance with that standard will be a condition of planning permission for residential development. The developer would then need to use the water efficiency calculator in Part G2, Appendix A, when completing their Building Regulations assessments, to show how the development meets the requirement.

10.38 The cost of implementing the standard is extremely low in relation to the overall cost of housing and built holiday development, and should therefore have negligible impact on viability.



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Community Facilities

Community Facilities

Policy C1: Community facilities

The retention of existing community facilities and the provision of new facilities, particularly in areas with poor levels of provision and in areas of major growth, will be encouraged.

Development leading to the loss of an existing community facility will only be permitted where it is demonstrated that either:

- a. it is to be replaced by a facility of equal or greater quality in a suitable location to meet the needs of existing users; or
- b. the area currently served by it would remain suitably provided following the loss; or
- c. it is no longer viable or feasible to retain the premises in a community facility use.

Policy Justification and Supporting Text

11.1 The term community facilities is wide-ranging and includes facilities such as schools, colleges and other educational facilities and community centres, doctors, dental surgeries, public houses and sport and recreational facilities. In small rural settlements, facilities could include post offices and local convenience stores, which serve a community and should also continue to be protected under this policy where possible. Policy C1 supports the approach of Core Strategy Policy CS15 and the NPPF.

11.2 This policy sets out the detail required to determine planning applications in relation to community facilities. In demonstrating compliance with criterion C1(b) of the policy, it will be necessary to provide evidence with a planning application which assesses local provision and demand/need for facilities. In demonstrating compliance with criterion C1(c) of the policy, it will be necessary for a planning application to be accompanied by marketing evidence. The marketing evidence will need to demonstrate that the building has been marketed at a reasonable price reflecting market value for community uses and on competitive terms and conditions. The marketing should include advertisements in the local press and online as well as targeted approaches. Marketing evidence should include a full record of enquiries together with reasons as to why a sale/lease did not progress.

11.3 Note that there is a specific detailed policy, Policy E3, focused on the protection of open spaces.



Education Facilities

Policy C2: Educational facilities

New, extended or remodelled educational facilities outside of Development Limits, will be permitted where it is demonstrated that the development will provide benefits to the local community that cannot be satisfactorily accommodated within Development Limits.

Policy Justification and Supporting Text

11.4 This policy adds detail to Core Strategy Policy CS15 and NPPF paragraph 94. Given that some existing educational facilities are outside of Development Limits, the policy allows for the development of educational facilities outside of Development Limits where necessary. The policy will help to ensure that educational facilities are located appropriately according to the communities they serve and limiting the potential for adverse impacts on the surrounding environment.

11.5 In accordance with Policy GSP1, proposals for new extended or remodelled educational facilities will generally be supported where they are located within Development Limits.



Infrastructure

Vehicle parking for development

Policy I1: Vehicle parking for developments

Requirements for vehicle parking (including cycle parking) will be determined with regard to the most up to date standards published by Norfolk County Council.

Where developments in the town and village centres are unable to provide the required parking provision on site, consideration will be given to financial contributions to improve public parking provision.

Provision for electric car charging points will be actively encouraged on all new developments.

Policy Justification and Supporting Text

12.1 This policy adds detail to Core Strategy Policy CS9 part (e) and NPPF paragraph 105. When determining planning applications, the Borough Council will have regard to the [current parking standards](#) published by Norfolk County Council. Of particular importance, the standards set the number of spaces per dwellings and the width of parking spaces to accommodate modern cars (2.5m) and garages of 3m wide (internal dimensions) to allow people to park within them and be able to open the doors sufficiently wide to enter/leave the vehicle with relative ease.

12.2 Technology within the motor vehicle industry for electronic vehicles has advanced significantly over the last decade. The Government, in its 'Road to Zero Strategy' published in 2018, has an ambition to achieve 50-70% of all new car sales to be ultra-low emission by 2030. There is an expectation that the use of electric vehicles will increase significantly. To support this more sustainable mode of transport, new developments that provide parking spaces should respond to meet this demand. The Borough Council will be working in partnership with Norfolk County Council to establish the appropriate provision of electric vehicle charging points for residential, retail and commercial developments.

Telecommunications

Policy I2: Telecommunications

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

- a. 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;**



- b. any building-mounted installations would not have an unduly detrimental impact on the character of appearance of the building; and
- c. 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:

- d. the proposal will deliver the most viable high-speed broadband connection; or
- e. 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 and Supporting Text

12.3 Better connectivity provides social and economic benefits to both residents and businesses throughout the borough of Great Yarmouth. The impact of technology and particularly fibre and high speed broadband can help businesses expand and remain competitive, can provide environmental benefits by reducing the need to travel, as well as helping to facilitate learning and skills development and allowing access to community and other services available online.

12.4 This policy establishes criteria to be used when determining proposals for new telecommunications infrastructure, expanding upon Core Policy CS6(k). The criteria in the policy should also be applied in conjunction with appropriate policies elsewhere in the Local Plan when considering the impact of proposals on: landscape character such as the setting of The Broads (Policy CS11), sites and species of ecological importance (Policy CS11) and heritage assets (Policy CS10).

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

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



Foul Drainage

Policy I3: Foul Drainage

All new development proposals will be expected to demonstrate the following:

- 1. that adequate foul water treatment and disposal infrastructure already exists; or 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;**
- 3. that suitable access is safeguarded for the maintenance of water resources and drainage infrastructure;**

New development proposals will 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 and Supporting Text

12.7 The Water Framework Directive (WFD) sets out the need to protect and improve the water environment, applying to all surface water bodies including rivers, streams, lakes, groundwater bodies and coastal waters out to one mile from low water.

12.8 Great Yarmouth is a coastal borough with a number of importance national and European designated sites which are extremely sensitive to the pressure on the water environment.

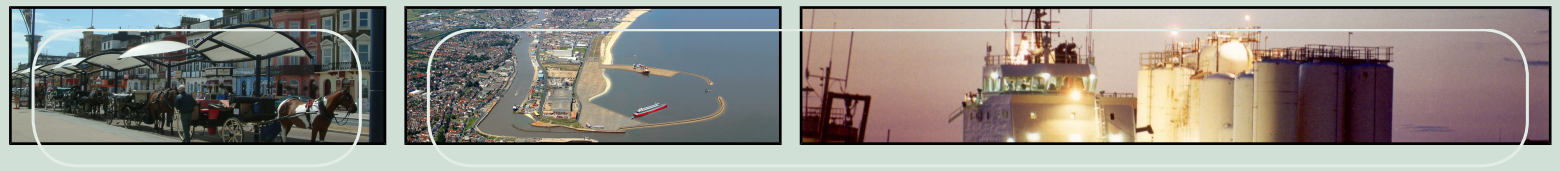
12.9 This policy provides further detail to Policy CS11 and CS12 to demonstrate how future development proposals will avoid undermining the quality of the Borough's water resources and the likely direct effects upon protected sites.

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



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Appendices





Appendix 1 - Monitoring the Plan

Monitoring

1.1 A key part of the process of planning is that of monitoring the implementation and effectiveness of plans and their policies. As time passes the Council and other interested parties will wish to have an understanding of;

- whether the adopted policies are being acted upon;
- whether they are having the intended effect; and
- whether the context in which they operate has changed so much that they are rendered ineffective or inappropriate.

1.2 While informal monitoring and discussion of the value of policies goes on almost continually, a formal Annual Monitoring Report is prepared and published annually by the Council and this includes specific data about the policies and the things they are intended to achieve. These Annual Monitoring Reports provide the Council and public with a series of snapshots of the progress in implementing the plan during the intended period. They inform Council decisions as to whether there is need for any changes to policies or their use, or for any wholesale review or replacement of the whole plan.

1.3 Appendix 5 of the Core Strategy (Local Plan Part 1) set out a Monitoring Framework for how it was intended to monitor the Core Strategy's implementation. It is now intended to integrate the monitoring of the two parts of the Local Plan (Part 1 and Part 2). The opportunity has also been taken to refine and focus the monitoring of the Core Strategy (Local Plan Part 1) elements to eliminate indicators which were found to be tangential or of doubtful value in measuring the application of policies, and indicators that were no longer available.

1.4 The following table sets out a framework for monitoring the two parts of the Local Plan:

Table 1.1 Local Plan Monitoring Framework

Local Plan Monitoring Framework			
Document(s)	Policy(s)	Indicator(s)	Measure(s)
General Development			
LPP1:CS & LPP2	GSP1, GSP3	Qualitative and/or quantitative write up on the current state of the countryside & permitted development within it. Number and type of planning permissions granted outside of Development Limits and/or within Strategic Gaps.	Extent of development outside of Development Limits, and within Strategic Gaps.
LPP2	GSP8, H4	No. Section 106 agreements signed. Value committed - by topic (e.g. open space, education, Habitats Monitoring and Mitigation). Value received - by topic (as above).	Section 106 - to understand, guide and publicise the amounts and types of obligations that are achieved through infrastructure funding statements.
Housing Development			
LPP1:CS	CS2	Cumulative and annual dwellings completed in each tier of the Settlement Hierarchy. Number of dwellings built on previously developed land. Discussion of brownfield sites and the Brownfield Register .	Compliance with % set out in Policy CS2. Increase the number of new dwellings built on previously developed land year on year.
LPP1:CS& LPP2	CS3, GSP1,CS17, CS18, GN1, GN2, CA1, HP2, OT2, MA1. OT1, BN1, HY1, GN3	Five Year Supply of (deliverable) housing land, including 20% buffer. Total number of dwellings delivered in the Borough and Housing Delivery Test (last 3 years %).	Supply against national five year housing land supply requirement. Delivery against housing target and national Housing Delivery Test.



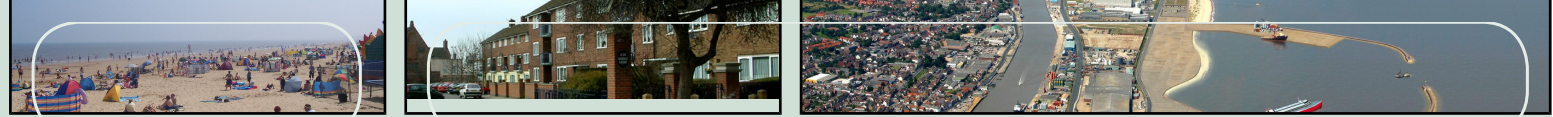
Local Plan Monitoring Framework				
Document(s)	Policy(s)	Indicator(s)	Measure(s)	
LPP1:CS & LPP2	CS3, CS17, CS18, GN1, GN2, CA1, HP2, OT2, MA1, OT1, BN1, HY1, GN3	Progress of allocations - planning permissions granted, no. units completed.	Delivery of all housing allocations.	
LPP1:CS & LPP2	CS3, H11	The amount of specialist units & bed spaces permitted and completed for elderly/vulnerable people.	The provision of accommodation especially suitable for elderly and other vulnerable people to support identified local needs.	
LPP1:CS & LPP2	CS4, H2	Total number of affordable dwellings permitted & completed. Discussion on thresholds achieved and any exception schemes.	Performance of affordable housing delivery in relation to Policy CS4 & H2.	
LPP1:CS	CS5,	Total number of traveller pitches built/delivered in the Borough. Maintain a five year supply of deliverable traveller pitches.	Number of new gypsy/traveller pitches over the plan period to 2030 and maintain 5 year supply as set out in Policy CS5.	
LPP2	H5, H6, H7, H8, H10	Discuss applications for rural/exception dwellings.	Extent of permitted rural residential development and effectiveness of policy in decision making.	
LPP2	H12	The amount of HMOs permitted and completed. Commentary on location of HMOs - any permitted contrary to policy.	Performance of Policy H12 measured in terms of the location and amount of HMO's.	
Retail Development				



Local Plan Monitoring Framework				
Document(s)	Policy(s)	Indicator(s)	Measure(s)	
LPP1:CS & LPP2	CS7, USC7 R1, R2, GY1, GY2, R3, R4, R5, BL1, CA1	Retail Survey: %ground floor units in retail-based uses (A1, A2, A3) in designated centres. Number and percentage of vacant units in designated centres; Area of new permitted/completed floor space for town centre of uses (A1, A2, A3) in or adjacent to designated centres & outside of retail centres. Discuss general performance (and larger trends), permitted/built development outside of designated centres.	Performance of designated centres (retail hierarchy and protected frontages) & where retail development is locating. Progress of Beacon Park District Centre & allocation.	
LPP2	R6 R7	Discussion of approved proposals for kiosks/stalls & food and drink uses - locations, extent & potential impacts.	Extent of kiosks/stalls & food and drink uses - are they dominating designated centres/holiday areas or causing nuisance?	
Business and Employment Development				
LPP1:CS & LPP2	CS6, CS18, GN4, GN5, GY10	Permitted/completed business developments (Use classes B1, B2, B8) - by site area (hectares) and active floor space (m ²), separating out: Beacon Park Beacon Park extensions Safeguarded employment sites	Increased occupancy & quality of employment space both by site size and floor space in designated employment areas. Progress of Beacon Park and Great Yarmouth Port and Harbour Area (including South Denes) as strategic employment sites.	



Local Plan Monitoring Framework			
Document(s)	Policy(s)	Indicator(s)	Measure(s)
		Commentary on performance of areas including development permitted outside of employment areas and Development Limits	
LPP1:CS	CS6	Economic activity rate Unemployment rate Total number of businesses that are VAT registered	Increase economic activity rate, reduce average unemployment & increase business creation - year-on-year
Leisure Development			
LPP1:CS & LPP2	CS8, L1, L2, L3 GY2, GY5, GY6	Discussion of approved development - locations, resorts, improvements. Extent of development - area/accommodation units or pitches. Progress of designation GY2.	Improvement/growth of tourism industry - mainly within existing designated/allocated areas.
Environment and Development			
LPP1:CS & LPP2	E5, CS10	Discussion on historic building/heritage project funding works, document progression. Number and percentage of listed buildings at risk.	The state of the Borough's historic environment, heritage and improvements made.
LPP2	E4	Trees with preservation orders lost/gained on sites where development is undertaken.	The works carried out to protected trees and the protection of TPOs and conservation areas



Local Plan Monitoring Framework			
Document(s)	Policy(s)	Indicator(s)	Measure(s)
LPP1:CS & LPP2	CS13, E1, E6	Number of planning applications approved subject to sustained objections from the Environment Agency or any other statutory consultees on flood risk grounds, water quality, hazards/pollution or contamination.	The amount of planning applications approved subject to sustained objections from the Environment Agency or other statutory consultees on flood risk grounds, water quality hazards/pollution or contamination.
LPP1:CS & LPP2	CS13, GSP4, E2	Commentary on development approved and refused in the Coastal Change Management Area and commentary on any relocation of existing development	Extent of new development within the Coastal Change Management Areas and relocation of existing development due to coastal erosion
LPP1:CS & LPP2	GSP5, GSP6, CS11	<p>Discussion on the implementation, habitat monitoring results, collected & spent S.106 monies and progress on necessary mitigation.</p> <p>Discussion on quality of Green Infrastructure network</p> <p>Condition of SSSI - Percentage of total area of SSSIs in positive management/with a net gain in biodiversity</p> <p>Discuss findings of Norfolk Biodiversity Information Service (CWS etc).</p> <p>Discuss findings of latest water quality tests (including: estuaries, coastal waters, groundwater, lakes and rivers) by EA.</p>	<p>Implementation of Natura 2000 and Habitats and species impacts avoidance and mitigation.</p> <p>Monitoring, protecting & enhancing the state of the Borough's important habitats, and improvement to the overall green infrastructure network.</p>
Community Facilities and Development			
LPP2	C1, C2	Qualitative discussion on gain & loss of community facilities - with specific examples where this has occurred in settlements.	The change in service provision for communities - where gaps occur, why and what can be done to improve provision.



Local Plan Monitoring Framework			
Document(s)	Policy(s)	Indicator(s)	Measure(s)
Development and Infrastructure			
LPP2	CS14, CS16, I1, GSP7	Discussion on the progress of infrastructure scheme delivery, including any significant schemes relating to vehicle parking policy and cycle trackways.	Whether infrastructure needs have been met, identifying gaps and/or slippage in timetable.
Site Specific Development/Improvement Areas			
LPP1:CS & LPP2	CS17, GY3, GY4	Discussion of progress on the Town Centre Masterplan projects - SPD production; influence on specific proposals.	Improvement of Great Yarmouth Town Centre - progress on the 3 development areas.
LPP2	GY6, GY8, GY9,	Where relevant update in discussion on the current state & proposals (could include visuals).	General improvement of specific areas in relation to policy requirements.





Appendix 2 - Policies to be Superseded

All of the remaining 'saved policies' from the former Borough-Wide Local Plan (2001), as set out below, will be superseded upon adoption of this Local Plan part 2, and then no longer form part of the development plan.

Some of these policies have been directly or partly replaced by new policies, for others it is considered that they are no longer relevant or appropriate, or that the subject matter is adequately covered by policies of the Core Strategy and/or the National Planning Policy Framework.

Table 2.1 Superseded Policies

Great Yarmouth Borough-Wide Local Plan (2001) 'Saved' policies that are superseded by the Local Plan Part 2: Detailed Policies and Site Allocations	Replacement or Reason
EMP18 – Small scale businesses within existing settlements	Replaced by Policy B1 Business Development
EMP20 – Grit blasting and other 'bad neighbour' operations	Replaced by Policy E6 Pollution and Hazards in Development
EMP23 – Industry etc. on port operational land	Replaced by Policy GY10 Great Yarmouth Port & Harbour Area
EMP24 – Offices etc. on port operational land	Replaced by Policy GY10 Great Yarmouth Port & Harbour Area
EMP25 – Creation / rationalisation of roads within port operational land	Replaced by Policy GY10 Great Yarmouth Port & Harbour Area
EMP26 – Future rail link to the port	Policy removed, no longer considered appropriate
EMP30 – Development on port operational land	Replaced by Policy GY10 Great Yarmouth Port & Harbour Area
EMP32 – Bollard Quay	Replaced by Policy GY10 Great Yarmouth Port & Harbour Area
EMP33 – Gas House and Malthouse Quay	Replaced by Policy GY10 Great Yarmouth Port & Harbour Area
HOU7 – New residential development	Replaced by Policy GSP1 Development Limits
HOU8 – Individual dwellings or small groups of dwellings	Replaced by Policy GSP1 Development Limits



Great Yarmouth Borough-Wide Local Plan (2001) 'Saved' policies that are superseded by the Local Plan Part 2: Detailed Policies and Site Allocations	Replacement or Reason
HOU9 – Developer contributions	Replaced by Policy GSP8 Planning Obligations
HOU10 – New dwellings in the countryside	Replaced by Policy H5 Rural Workers Dwellings
HOU11 – Change of use of existing buildings outside development limits to residential use	Replaced by Policy H7 Conversion of Rural Buildings to Residential Use
HOU16 – Layout and density of housing proposals	Replaced by Policy A2 Housing Design Principles
HOU17 – Housing density and sub-division	Replaced by Policy A2 Housing Design Principles
HOU18 – Extensions and alterations to dwellings	Replaced by Policy H9 Residential Extensions
HOU20 – Replacement dwellings in the countryside	Replaced by Policy H8 Replacement Dwellings Outside of the Development Limits
HOU21 – New residential homes and nursing homes	Replaced by Policy H11 Housing for the Elderly and Other Vulnerable Users
HOU22 – Primary Holiday Accommodation Areas	Replaced by Policy L1 Holiday Accommodation Areas
HOU23 – Bedsits and other multi occupied residential accommodation	Replaced by Policy L1 Holiday Accommodation Areas, and Policy GY7 Great Yarmouth Back of Seafront Improvement Area, and Policy H12 Houses in Multiple Occupation (HMOs)
HOU24 – Conversion of premises to hostels or common lodging houses	Replaced by Policy H12 Houses in Multiple Occupation (HMOs)
TCM10 – Road closures & diversions within the port area	Policy removed, this policy is no longer considered necessary
TCM18 – Commuted sums for car parking	Replaced by Policy I1 Vehicle Parking for Development and Policy GY1 Great Yarmouth Town Centre



Great Yarmouth Borough-Wide Local Plan (2001) 'Saved' policies that are superseded by the Local Plan Part 2: Detailed Policies and Site Allocations	Replacement or Reason
TCM19 – Parking provision in Great Yarmouth holiday/seafront area	Policy removed - there is adequate coverage in the draft local plan policies and general considerations
TCM20 – Urban parking improvement	Policy removed - there is adequate coverage in the draft local plan policies and general considerations
TCM21 – Caister (North Denes) airfield	Replaced by Policy GY9 Great Yarmouth North Denes Airfield
TCM22 – Vauxhall railway sidings	Policy removed, this policy is no longer considered necessary
SHP4 – Primary and Secondary Shopping Frontages	Replaced by Policy R2 Protected Shopping Frontages
SHP7 – Changes of use in neighbourhood and village shopping areas	Replaced by Policy C1 Community facilities
SHP8 – Extensions to shops	Replaced by Policy R1 Location of Retail Development
SHP10 – Farm shops	Replaced by Policy R8 Rural Retailing
SHP11 – Garden centres	Replaced by Policy R8 Rural Retailing
SHP12 – Petrol filling stations, service areas and roadside cafes and restaurants	Policy removed - such proposals can be weighed with general considerations and policies
SHP13 – Markets and car boot sales	Policy removed - such proposals can be weighed with general considerations and policies
SHP14 – Retail and food and drink uses in Prime Commercial Holiday Areas	Replaced by Policy L1 Holiday Accommodation Areas and Policy R7 Food and Drink Amenity
SHP 15 – Hot food take-aways	Replaced by Policy R7 Food and Drink Amenity
SHP16 – New retail food kiosks or stalls	Replaced by Policy R3 Kiosks and Stalls



Great Yarmouth Borough-Wide Local Plan (2001) 'Saved' policies that are superseded by the Local Plan Part 2: Detailed Policies and Site Allocations	Replacement or Reason
TR4 – Tourist facilities, attractions and accommodation	Replaced by Policy L1 Holiday Accommodation Areas, and Policy GY6 Great Yarmouth Seafront, and Policy GY5 Regent Road
TR5 – Character of holiday areas	Policy removed - there is sufficient coverage in draft area based policies and general considerations
TR7 – New visitor facilities in Prime Commercial Holiday Areas	Replaced by Policy L1 Holiday Accommodation Areas, Policy L2 New or expanded Countryside Tourism, and Policy GY6 Great Yarmouth Seafront, and Policy GY5 Regent Road
TR9 – Amusement arcades	Policy removed - there is sufficient coverage in draft area based policies and general considerations
TR10 – New leisure or recreational facilities in the countryside and open coastal areas	Replaced by Policy L2 New or expanded Countryside Tourism
TR11 – Loss and improvement of holiday accommodation	Policy removed - there is sufficient coverage in Policy L1 Holiday Accommodation Areas and Policy GY7 Great Yarmouth Back of Seafront Improvement Area
TR12 – Changes of use in Secondary Holiday Accommodation Areas	Replaced by Policy GY7 Great Yarmouth Back of Seafront Improvement Area
TR15 – Upgrading of chalet and caravan parks	Removed - there is sufficient coverage in Policy L1 Holiday Accommodation Areas and Policy L2 New or expanded Countryside Tourism
TR16 – New holiday accommodation	Removed - there is sufficient coverage in Policy L1 Holiday Accommodation Areas and Policy L2 New or expanded Countryside Tourism
TR17 – Conversion of accommodation on holiday sites from time limited to permanent occupation	Policy removed, Policy L1 Holiday Accommodation Areas does not permit new permanent residential uses



Great Yarmouth Borough-Wide Local Plan (2001) 'Saved' policies that are superseded by the Local Plan Part 2: Detailed Policies and Site Allocations	Replacement or Reason
TR19 – Conversion of hotels and guesthouses to residential and care uses outside holiday accommodation areas	Policy removed - there is sufficient coverage in Policy L1 Holiday Accommodation Areas and Policy GY7 Great Yarmouth Back of Seafront Improvement Area
TR21 – Great Yarmouth Seafront	Replaced by Policy GY6 Great Yarmouth Seafront
TR22 – Regent Road	Replaced by Policy GY5 Regent Road
TR24 – Gorleston	Policy removed - such proposals can be weighed up with general considerations
TR26 – Hemsby Marrams Management Area	Policy removed - such proposals can be weighed up with general considerations
TR27 – Marrams Area	Policy removed - such proposals can be weighed up with general considerations
EDC2 – Playing field off St. Nicholas Drive, Caister	Policy removed - Policy C1 Community Facilities adequately protects such areas
EDC3 – Redevelopment of school buildings and grounds	Replaced by Policy C1 Community Facilities adequately protects such areas and Policy C2 Educational Facilities also applies
INF6 – Telecommunications masts, antennae and dishes	Policy removed - extensive permitted development rights, and proposals requiring planning permission can be weighed up with general considerations
INF11 – Protection of waste water and sewage treatment plants	Policy removed - it is considered that Core Strategy Policy CS12 provides adequate coverage to protect such plants
INF16 – New development within coastal areas	Replaced by Policy GSP4 Coastal Change Management Areas



Great Yarmouth Borough-Wide Local Plan (2001) 'Saved' policies that are superseded by the Local Plan Part 2: Detailed Policies and Site Allocations	Replacement or Reason
INF17 – unstable land	Replaced by Policy E6 Pollution and Hazards in Development
INF18 – Hazards and contamination	Replaced by Policy E6 Pollution and Hazards in Development
INF19 – hazardous materials and substances	Replaced by Policy E6 Pollution and Hazards in Development
NNV6 – Areas of local landscape importance	Policy removed - no longer considered necessary, area outside of Development Limits (generally restrictive) and proposals will have regard to Landscape Studies
NNV19 – Equestrian centre developments	Replaced by Policy L3 Equestrian Development
NNV20 – Field shelters for horses	Replaced by Policy L3 Equestrian Development
BNV2 – Areas of archaeological significance	Policy removed - such proposals can be weighed up with general considerations, and conditioned where necessary
BNV8 – Buildings of local importance	Replaced by Policy E5 Historic Environment and Heritage
BNV9 – Demolition and tree works in conservation areas	Replaced by Policy E4 Trees and Landscape
BNV12 – Great Yarmouth town centre medieval streets and rows	Policy removed - such proposals can be weighed up with general considerations, with regard to E5 Historic Environment and Heritage
BNV18 – Alterations and extensions to buildings	Policy removed - such proposals can be weighed up with general considerations
BNV21 – Conversion of rural buildings	Policy removed - such proposals can be weighed up with general considerations, and conditioned where necessary



Great Yarmouth Borough-Wide Local Plan (2001) 'Saved' policies that are superseded by the Local Plan Part 2: Detailed Policies and Site Allocations	Replacement or Reason
BNV22 – Advertisements	Policy removed - such proposals can be weighed up with general considerations, with regard to Policy E4 Trees and Landscape
BNV26 – Advertisement design	Policy removed - such proposals can be weighed in the statutory criteria of amenity and highway safety.
BNV27 – Laser and high intensity light projection systems	Policy removed - such proposals can be weighed up with general considerations, with regard to Policy E4 Trees and Landscape
BNV29 – Drape signs	Policy removed - such proposals can be weighed up with general considerations
REC8 – Provision of recreational, amenity and play space	Replaced by Policy H4 Open Space Provision for New Housing
REC11 – Protection of community and street scene	Replaced by Policy E3 Protection of Open Spaces
SG1 – Business Park and Commercial Area	Policy removed - an area is defined through Policy GN4 Beacon Park Business Park and the extension in Policy GN5
SG6 – Open space adjacent to James Paget Hospital	Policy removed - not considered necessary, no longer requires protection for flight approach and take off (FATO) facilities
SG11 – Landscaping along link road	Policy removed - the link road has been constructed
SG15 – Access / distributor road	Policy removed - the link road has been constructed



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Appendix 3 - Housing Provision and Trajectory

Table 3.1 Housing Summary

Settlement tier	Homes built 2013-2019	Existing housing commitments	Homes allocated in Local Plan expected to be delivered in plan period	Anticipated windfall development expected during plan period	Total housing growth 2013-2030	Percentage against settlement tier
Main Towns	504	987	620	472	2583	36.7%
Key Service Centres	474	1199	505	46	2224	31.6%
Primary Villages	224	928	647	139	1938	27.5%
Secondary Villages	97	95	0	70	262	3.7%
Tertiary Villages	11	10	0	15	36	0.5%
Total	1310	3219	1772	742	7043	

Table 3.2 Housing Trajectory

Settlement Tier	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
Main Towns																		
	76	86	85	74	80	103	139	239	209	191	163	235	219	190	188	166	140	2583
Key Service Centres																		
	41	51	59	71	93	159	205	150	144	194	207	214	148	138	138	132	80	2224
Primary Villages																		
	28	31	49	47	17	52	83	118	162	205	196	241	218	207	170	69	45	1938
Secondary Villages																		
	13	20	18	16	17	13	36	26	20	12	12	13	10	9	9	9	9	262
Tertiary Villages																		
	1	3	0	0	5	2	3	2	3	3	2	2	2	2	2	2	2	36
Total	159	191	211	208	212	329	466	535	538	605	580	705	597	546	507	378	276	7043

Picture 3.1 Housing Trajectory

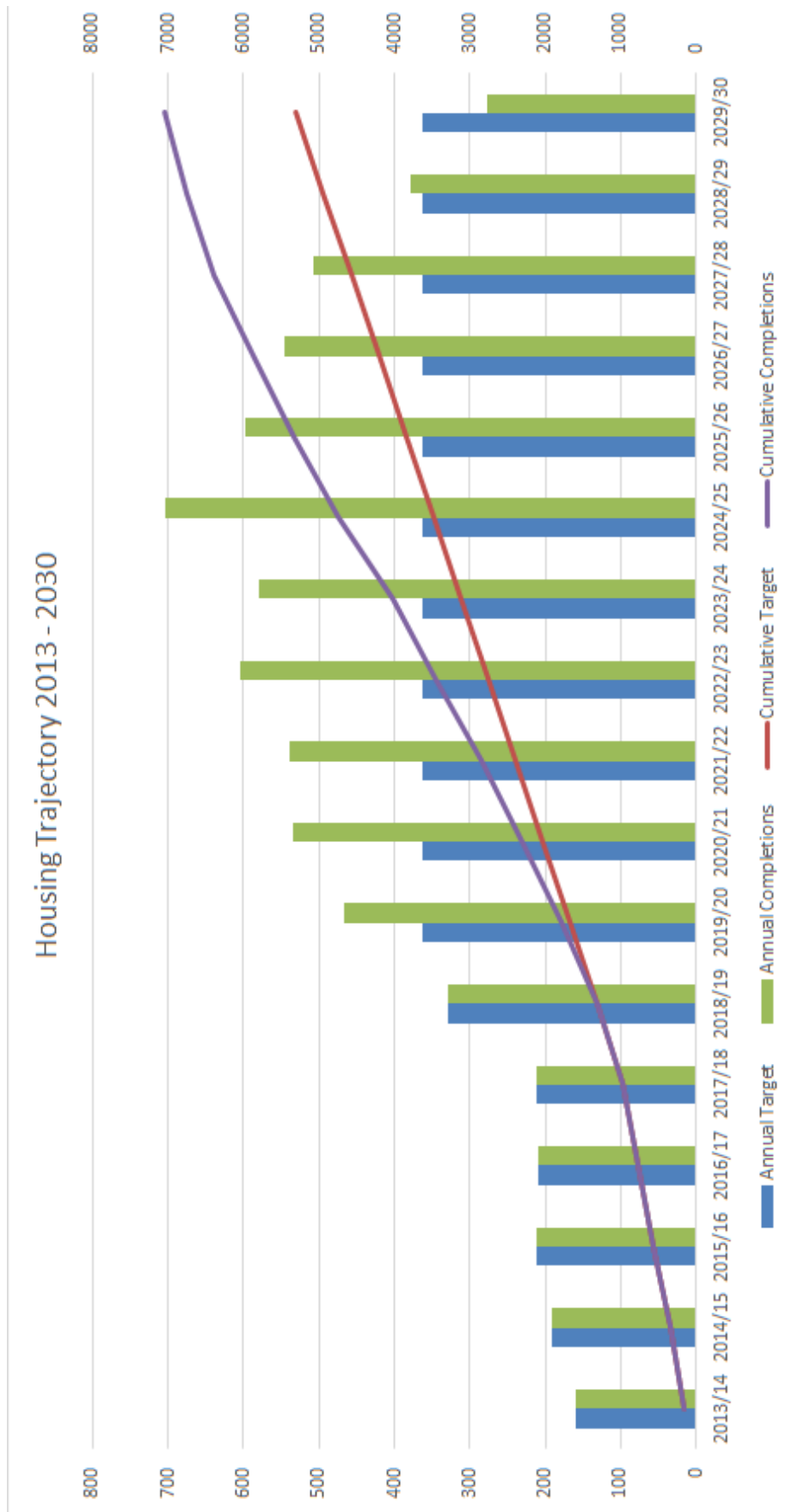




Table 3.3 Allocated Sites Housing Trajectory

Total number of homes	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Delivery (plan period)	Delivery post 2030
CS17 - Great Yarmouth Waterfront													
946	0	0	0	0	0	48	48	48	48	27	27	246	700
GN1 - Links Road, Gorleston-on-Sea													
500	0	0	0	35	70	70	70	70	70	70	45	500	0
GN2 - Emerald Park, Gorleston-on-Sea													
100	0	0	12	22	22	22	22	0	0	0	0	100	0
GN3 - Ferryside Road, Gorleston-on-Sea													
20	0	0	0	0	0	10	10	0	0	0	0	20	0
CS18 - Land south of Bradwell, Bradwell													
740	52	80	81	98	93	80	72	62	62	56	4	740	0
CA1 - Land off Jack Chase Way, Caister-on-Sea													
725	0	0	0	35	50	70	70	70	70	70	70	505	220
BN1 - Land south of New Road, Belton													
100	0	0	0	0	12	22	22	22	22	0	0	100	0



Total number of homes	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Delivery (plan period)	Delivery post 2030
HY1 - Land at former Pontins, Hemsby													
190	0	0	15	30	30	30	30	30	25	0	0	190	0
HP2 - West of Potters, Hopton-on-Sea													
40	0	0	0	10	20	10	0	0	0	0	0	40	0
MA1 - North of Hemsby Road, Martham													
95	0	0	0	0	12	22	22	22	17	0	0	95	0
OT1 - Land south of Cromer Road, Ormesby St Margaret													
190	0	0	0	0	15	30	30	30	30	30	25	190	0
OT2 - Land north of Barton Way, Ormesby St Margaret													
32	0	0	0	10	22	0	0	0	0	0	0	32	0





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