



# Development Management Committee

**Date:** Wednesday, 12 July 2023  
**Time:** 18:30  
**Venue:** Council Chamber  
**Address:** Town Hall, Hall Plain, Great Yarmouth, NR30 2QF

## AGENDA

### CONTENTS OF THE COMMITTEE AGENDA PLANNING APPLICATIONS & CONDUCT OF THE MEETING

#### Agenda Contents

This agenda contains the Officers' reports which are to be placed before the Committee. The reports contain copies of written representations received in connection with each application. Correspondence and submissions received in time for the preparations of the agenda are included. However, it should be noted that agendas are prepared at least 10 Working Days before the meeting. Representations received after this date will either:-

- (i) be copied and distributed prior to or at the meeting – if the representations raise new issues or matters of substance or,
- (ii) be reported orally and presented in summary form by the Principal Officer of the Committee – especially where representations are similar to, or repeat, previous submissions already contained in the agenda papers.

There are occasions when the number of representations are similar in nature and repeat the objections of others. In these cases it is not always possible for these to be included within the agenda papers. These are either summarised in the report (in terms of numbers received) and the main points highlighted or reported orally at the meeting. All documents are available as 'background papers' for public inspection.

## Conduct

Members of the Public should note that the conduct of the meeting and the procedures followed are controlled by the Chairman of the Committee or, if he/she so decides, the Vice Chairman. Any representations concerning Committee procedure or its conduct should be made in writing to either –

- (i) The Planning Group Manager, Town Hall, Great Yarmouth. NR30 2QF
- (ii) The Monitoring Officer, Town Hall, Great Yarmouth. NR30 2QF

## DEVELOPMENT CONTROL COMMITTEE

### PUBLIC CONSULTATION PROCEDURE

- (a) Thirty minutes only will be set aside at the beginning of each meeting to deal with applications where due notice has been given that the applicant, agent, supporters, objectors, and any interested party, Parish Council and other bodies (where appropriate) wish to speak.
- (b) Due notice of a request to speak shall be submitted in writing to the Planning Group Manager two days prior to the day of the Development Control Committee meeting.
- (c) In consultation with the Planning Group Manager, the Chairman will decide on which applications public speaking will be allowed.
- (d) Three minutes only (or five minutes on major applications at the discretion of the Chairman) will be allowed to (i) objectors together, (ii) an agent or applicant and (iii) supporters together, (iv) to a representative from the Parish Council and (v) Ward Councillors.
- (e) The order of presentation at Committee will be:-
  - (1) **Planning Officer presentation** with any technical questions from Members
  - (2) **Agents, applicant and supporters** with any technical questions from Members
  - (3) **Objectors and interested parties** with any technical questions from Members
  - (4) **Parish Council representatives, Ward Councillors and Others** with any technical questions from Members
  - (5) **Committee debate and decision**

## Protocol

A councillor on a planning or licensing decision making body should not participate in the decision and / or vote if they have not been present for the whole item.

This is an administrative law rule particularly applicable to planning and licensing - if you haven't heard all the evidence (for example because you have been out of the room for a short time) you shouldn't participate in the decision because your judgment of the merits is potentially skewed by not having heard all the evidence and representations.

It is a real and critical rule as failure to observe this may result in legal challenge and the decision being overturned."

## **1 APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

## **2 DECLARATIONS OF INTEREST**

You have a Disclosable Pecuniary Interest in a matter to be discussed if it relates to something on your Register of Interests form. You must declare the interest and leave the room while the matter is dealt with.

You have a Personal Interest in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

You must declare a personal interest but can speak and vote on the matter.

Whenever you declare an interest you must say why the interest arises, so that it can be included in the minutes.

## **3 MINUTES**

**5 - 18**

The Committee is asked to confirm the minutes of the meeting held on 19 April 2023.

## **4 06-22-0747-F LAND AT GUINEVERE ROAD AND CAMELOT ROAD, GOTLESTON-ON-SEA, GREAT YARMOUTH,NR31 7RA**

**19 - 57**

Proposed erection of a 66 bedroom Care Home (Use Class C2) with associated access, parking and landscaping.

Report attached.

## **5 06-22-0718-F AND 06-22-0717-LB ST. GEORGES HALL, 145 KING STREET GREAT YARMOUTHNR30 2PQ**

**58 - 71**

Demolition of external rear toilet block and erection of rear extension with pitched roof. Alterations to facade and changes to doors and windows with internal alterations.

Change of use of store to mixed-use combined with artist studios in basement with use of the rest of the building as a community space/gallery.

Report attached.

- 6      06-23-0433-F PUBLIC CONVENIENCE NORTH OF KING      72 - 78**  
**WILLIAM IV PUBLIC HOUSE, QUAY ROAD, GORLESTON,**  
**GREAT YARMOUTH, NR31 6BZ**

Proposed demolition of former public convenience block.

Report attached.

- 7      LOCAL PLAN POLICY - GREAT YARMOUTH BOROUGH-WIDE      79 - 229**  
**DESIGN CODE SUPPLEMENTARY PLANNING DICUMENT**

Report attached.

- 8      ANY OTHER BUSINESS**

To consider any other business as may be determined by the Chairman of the meeting as being of sufficient urgency to warrant consideration.





# Development Control Committee

## Minutes

Wednesday, 19 April 2023 at 18:00

### PRESENT:-

Councillor Annison (in the Chair), Councillors G Carpenter, Fairhead, Flaxman-Taylor, Hanton, Myers, Wainwright, Williamson, A Wright and B Wright.

Councillor Candon attended as a substitute for Cllr Freeman.

Councillor Mogford attended for agenda items 1 - 4 only.

Councillor Galer attended as a substitute for Cllr Hammond for agenda items 1 - 4 only.

Mr R Parkinson (Development Manager), Mr N Harriss (Principal Planning Officer), Ms C Whatling (Monitoring Officer), Mr M Brett (IT Support), Ms C L. Webb (Executive Services Officer) and Ms T Koomson (Senior Democratic Services Officer).

### APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr Freeman who was substituted by Cllr Candon and from Cllr Hammond who was substituted by Cllr Galer for agenda items 1 - 4 only (not present for agenda item 5; application 06-21-0657 F).

## **DECLARATIONS OF INTEREST**

Cllr G Carpenter declared a personal non-pecuniary interest on agenda item 5, informing the Committee that he has known the applicant over sixteen years as a neighbour. He was able to participate and vote on the item.

## **MINUTES**

The Minutes of the meeting held on 22nd March 2023 were agreed.

### **06-22-0546-F - Land north of Scratby Road, Scratby**

The Development Manager Mr R Parkinson referred the Committee to the main report and the addendum report of 22nd March attached to the main agenda pack and the second addendum report of the 19th April and the additional viability report that was only received on the afternoon of the 19th April. The Chair gave the Committee sufficient time to study the latest reports relating to the application.

The Committee then received and considered the full report set out on the agenda pack, which was prepared and presented by the Development Manager Mr R Parkinson. The application was brought to the Committee as per Constitution as it is a development of more than 25+ dwellings. Whilst some areas of the development still needed clarification and/or adjustment in line with officer recommendation, the Committee was asked to confirm whether it is appropriate to proceed in the recommended direction of travel in the terms described in the report (and subsequent amendments) through authority delegated to officers. The application was proposed erection of 41 no. dwellings, vehicular access, landscaping, open space, footpath improvements and associated infrastructure.

The Development Manager updated the Committee on additional information received from the applicant as well as comments received from the Highways Authority, Tree Officer and the public (as per addendum reports provided). He confirmed that having considered the details provided, the application is considered to comply with policies CS1, CS2, CS3, CS4, CS9, CS11, CS15 and CS16 of the adopted Core Strategy, and policies GSP3, GSP5, GSP6, GSP8, A1, H1, H4, E4, E6, E7, I1 and I3 of the adopted Local Plan Part 2. Although proposal was contrary to some adopted policies, it is considered the material considerations of additional affordable housing and open space provision combine to overcome or reduce some of the severity of conflict with policy, and it is considered that there are no other material considerations to suggest the application should not be recommended for approval subject to proposed conditions as per addendum report of the 22nd March.

The Development Manager further advised the Committee that including the consideration of the Development Viability Review and the potential changes in the affordable housing provision in the development, it was recommended to delegate

authority to the Head of Planning to DETERMINE the application 06-22-0546-F, in accordance with the Report, Update Addendum Report No. 1, and Update Addendum Report No.2, subject to:

(A)

(i) Complete the affordable housing viability investigation and agree the overall affordable housing provision with the applicant: final mix, type and tenure of open-market and affordable housing across the site, with regard to the results of the affordable housing viability investigations.

(ii) Complete a Section 106 Agreement to secure:

(i) Affordable housing, Financial contributions, on-site feature management e.g. open space, drainage, landscaping.

(ii) A viability appraisal / clawback mechanism for additional affordable housing provision or commuted sum, if the development has not provided Affordable Housing within 18 months of commencement.

(iii) Appropriate planning conditions, as per the Update Report no. 1 including Commencement of development within 12 months, rather than 3 years.

(B)

(i) If the applicant does not provide the optimal quota of affordable housing relevant to the 'rural exception site area', and the overall mix on the application site, to delegate authority to the Head of Planning to REFUSE the application for failing to provide the amount of affordable housing appropriate to the policy status of the site, with regard to the NPPF and policies CS2, CS3, USC4, GSP1, GSP8 and H1.

(ii) If the Section 106 Agreement is not progressing sufficiently revert to Committee Chair to refuse.

Cllr Hanton noted that there were quite a lot of mitigation on the report and rereferred specifically to point 26.3 'conclusion and recommendation' on the report. He further asked if in officer's view, any reasons for refusal of the previous application (06/20/0313/F) would still be relevant considerations (point 4.5 (1, 2, 3) of the report). The Development Manager went through the points and considered that point 1) is not relevant as this application is materially very different and includes green spaces and affordable housing that point 2) is not relevant as this application has taken trees and landscaping issues into consideration and that point 3) is not relevant as this development is using less agricultural land and provides other aspects to justify the use of that land.

Cllr Myers referred to proposed revised recommendation: "Point A) (ii) Complete a Section 106 Agreement to secure: (ii) A viability appraisal / clawback mechanism for additional affordable housing provision or commuted sum, if the development has not provided Affordable Housing within 18 months of commencement" and asked clarification how this would work in practice. The Development Manager talked through the revised recommendation specifically in relation to affordable housing provision and referred the Committee to condition B ii) If the Section 106 Agreement is not progressing sufficiently revert to Committee Chair to refuse.

The Chair invited Mr Harper (Agent to the applicant) to speak.

Mr Harper acknowledged a comprehensive report and presentation prepared by the Development Manager. He noted that this application has no comparison to the previous application (06/20/0313/F) that was refused in 2020 as this proposal offers three times more affordable housing and three times more green space. He noted that in Scratby there has been recent 'ad hoc' developments of at least 12 to 14 dwellings, but none of them offered any affordable properties or wider benefits to the area. Subsequently, there is currently no affordable housing provision in Scratby. This development of 41 dwellings not only include affordable housing, but would provide improvements that would benefit wider community for example the footpath on Scratby Rd. and green space. The development would be five minutes away from a shop, close to cafe, pub and other village amenities. Ormsby Schools also have spaces and in fact need more pupils. Mr Harper was confident that people want to come and live in Scratby and that this development has the benefit of the whole Scratby in mind. He believed it offers an opportunity for people to stay in the village and offers affordable energy efficient homes for the local people. Mr Harper referred to the development viability review and confirmed the applicant's willingness to work with the Council's appointed consultants to find the right mix of affordable housing for this development. He further advised the Committee that he is confident from working with the highways that the traffic on Scratby Road can be (and will) slowed down and that a safe footpath to Scratby can be provided.

The Committee had no additional questions and the Chair thanked Mr Harper for his contributions.

The Chair invited the ward Cllr Freeman to speak.

Cllr Freeman noted that the proposal would involve building 19 properties on rural exception land. He referred the Committee to section 24.2. on the officer report and concerns that this development would set a precedent and would create an isolated separated community. He noted that a bigger development of 67 dwellings on the same land was refused and there is another 19 dwellings unresolved application. He noted the lack of access to schools for any potential families with children residing in these properties. The nearest schools are in Ormesby and the journey there would take up to 30 minutes each way, and more importantly, there is no safe footpath to Ormesby. He advised the Committee that he had walked along the Scratby Rd at various times (and weather conditions) to make observations relating to the proposed footpath to Scratby village. Subsequently he disagreed with the assessment that a safe 2metre wide footpath would be possible along the Scratby Rd to provide access to the village amenities. He noted that accessibility needs to be a primary consideration on this development and at present it simply is not adequate. Although proposal is to provide affordable housing, the lack of access means it is not practicable solution to those who don't own cars. The public transport provision is 'one bus per hour' during the summer months and even less frequent during the winter months. The provision of public space that the development offers is irrelevant as Scratby already has a beach and the proposal in his view does nothing to improve the environment such as planting of trees or other design features as per local design plan. He noted that in Scratby, there are about 450 dwellings and Ormesby is considered to be 'the centre' and that these proposed 41 dwellings would be a separated unit outside the main village. In summary, Cllr Freeman urged the Committee to refuse the application on the basis of loss of agricultural grade I land, poor access and for this development being outside the identified development limit.

The Committee had no additional questions and the Chair thanked Cllr Freeman for his contributions.

The Chair invited the Parish Cllr Nathan to speak.

Parish Cllr Nathan thanked the Committee for the opportunity to speak and referred to section 1.1 and 1.2 on the report and the fact that the proposal involves building on the agricultural land that is not inside the village and would in fact create a 'hamlet inside a hamlet'. He then referred to section 2.1 of the report and the proposed use of exception land to build affordable housing, but noted that currently there are plenty of other developments that provide affordable housing in Great Yarmouth in areas that are accessible unlike this site. Cllr Nathan referred to section 3.2 of the report that confirms the limited accessibility and employment opportunities that means young people are leaving the village; not because of lack of housing. He further asked the Committee to consider the planning history on report section 4. He specifically noted that in his view, although smaller developments have taken place in the village, the village has not changed and this development does not meet the requirements of achieving sustainable growth as per policy CS2. Referring to section 5 and the responses to the consultations, Cllr Nathan confirmed that a survey was carried amongst the local residents and that out of 366 respondents, 98% rejected this proposal. In his view this clearly demonstrated that the residents of the village are against this proposal and that pursuing this development is disregarding local policies.

Cllr T Wright asked what evidence does Cllr Nathan have to support the claim that young people are leaving the village due to lack of employment opportunity rather than affordable housing. Cllr Nathan confirmed that he has reports that show that the main issue is accessing jobs in Norwich as well as in Great Yarmouth Town Centre. (Young) people leave Scratby due to lack of public transport provision to access these job opportunities from the village.

The Chair thanked Cllr Nathan for his contributions.

Cllr Myers agreed that public transport is always an issue. He further noted that there are policies for and against this proposal and the Committee needs to decide what carries more weight. He further noted that location of the development inside or outskirts of the village makes little difference in relation to accessibility to transport. He further noted the need for housing and especially affordable housing provision.

Cllr Wright agreed that the lack of public transport does have an impact and contributes to people leaving villages and rural areas. However he also emphasised the fact that affordable housing is a key 'community facility' that should be encouraged even if what is considered 'affordable' is still unaffordable to many. He further considered that this development is on the grade 1 agricultural land, which he strongly believes needs to be protected. As such he is yet to be persuaded what weighs more on the scales on this specific development; affordable housing or protection of that land.

Cllr Hanton agreed with Cllr Myers that there are many conflicting policies and numerous mitigations on the officer report. He confirmed that he has also made note of comments made by Cllr Freeman and Cllr Nathan in relation to this development.

Cllr Williamson proposed to approve the revised officer recommendation (as above) to delegate authority to the Head of Planning to DETERMINE the application, in accordance with the Report, Update Report No. 1, and Update Report No.2, subject to proposed conditions. This was seconded by Cllr Wainwright.

Following a vote; the motion was lost.

Cllr Flaxman-Taylor noted that she was not happy with the proposed delegated authority on the recommendation and was therefore unable to support this.

Cllr Candon moved a substantive motion to reject the officer recommendation on material considerations namely the layout of the proposal and the loss of agricultural land and considerations on concerns raised by the ward and parish Councillors. This was seconded by Cllr Mogford. Cllr Flaxman-Taylor added to the motion a concern in relation to delivery of affordable housing.

The Development Manager asked the Committee to review the specific policies relating to layout and design and loss of agricultural land and affordable housing.

Cllr Candon moved to clarify his substantive motion to reject officer recommendations on material considerations relating to Layout and Design as per policy A2 (d), loss of agricultural land as per policy CS6 (j) and Delivery of affordable housing as per policy CS4 (d). This was seconded by Cllr Mogford.

Following a vote, the motion was lost.

Cllr T Wright and Myers both acknowledged the challenges the Committee was having in reaching a decision.

Cllr Wainwright acknowledged that the Committee is in deadlock at least partly because of the Housing viability review -report and the subsequent uncertainty of the final mix, type and tenure of open-market and affordable housing across the site.

Cllr Wainwright therefore moved a further substantive motion to defer the decision on this application until such time that the consultations in relation to the mix of affordable housing have been agreed and that the application should be brought back to the Committee and considered in full when these consultations have been concluded. This was seconded by Cllr Flaxman-Taylor and Cllr Williamson.

Following an unanimous vote, it was RESOLVED:-

That the decision on this application is deferred and that it would be brought back to the Committee and considered in full after the ongoing consultations in relation to affordable housing mix have concluded.



## **06-21-0657-F - Land adjacent Raynscourt Lodge 16 Euston Road Great Yarmouth**

Cllr Mogford and Cllr Galer exited the Committee and did not participate in the debate or a vote on this item.

The Monitoring Officer Ms C Whatling gave the Committee procedural guidance. She reminded the Committee that in the previous meeting of the 22nd March, there was a motion to approve the application, but this fell as the vote was lost. She further clarified that it does not follow that because a motion to approve is lost, the application is refused by default. There has to be a second, substantive vote on a motion to refuse. Unfortunately, a combination of factors meant that this did not occur, and the meeting was closed, this having been the last item on the agenda. Subsequently it was recognised that the procedure had not been completed and no determination had been made. This is why there now had to be a continuation of the process; not a re-hearing of the matter. That is also why the Committee in relation to this item is comprised only of those members who attended the meeting of the 22nd March.

The Principal Development Officer Mr N Harris gave the Committee a brief summary of the application. The application was brought before the Committee as per Constitution (25+ dwellings) and as it is a connected application submitted by a relative of a Councillor, as applicant, for determination by the Borough Council as Local Planning Authority. The application was for redevelopment of site (Land adjacent Raynscourt Lodge, 16 Euston Road, Great Yarmouth) to create 28 self-contained flats.

He reminded the Committee that having considered the details provided, the application was considered to comply with policies CS2, CS9, CS10, CS11, CS13, CS16 and Policies GSP1, GSP4, GSP5, A1, A2, E1, E5, E6, E7, H3, and I3 of Local Plan Part 2 and it was therefore recommended in the meeting of the 22nd March that the application 06/21/0657/F should be delegated to the Head of Planning to Approve subject to mitigation payment and conditions as per the agenda report.

The Principal Planning Officer noted that as the motion to approve the recommendation was lost; the Committee now has to consider the planning balance. He referred to previous comments made about viability of the project and noted that brownfield sites are generally more expensive to develop due to existing constraints, including contamination and in this case flood risk and drainage and that redevelopment reduces the pressure for greenfield development elsewhere. He further clarified to the Committee the sites where listed buildings are in relation to this development.

Cllr Hanton noted that issues had been raised about the height of the development but that the hotel that existed on the site was also multi-storey and that there are other high(er) buildings on the seafront.

Cllr Myers referred to his previous considerations about the s.106 funds and lack of affordable housing. He accepted that viability and what is considered 'reasonable' in this (or any other) development proposal is open to interpretation. He further noted that it is important to consider the overall benefits to the area, need for housing and

the benefits of developing a brownfield land. He acknowledged the importance of trying to balance the benefits against the shortcomings of this proposal whilst keeping development viable.

Cllr Candon agreed with Cllr Myers that this application had considerations for and against but that he still considered that the benefits outweigh the shortcomings and that although the development does not include affordable housing, as per his previous comments, the development does provide homes and contributes to viability of the seafront.

Cllr Williamson confirmed that he mis-spoke in stating that former Aquarium building is a grade II listed building, but that none the less it is a non-designated heritage asset on a conservation area and he considered the proposal to have an adverse impact on this building as well as conserving the seafront area as a whole (as per policy CS10).

Cllr T Wright moved a substantive motion to refuse the application as per his previous comments about over devolvement and specifically that the proposal did not meet the requirements of Core Policy C1 a) and f) in that it does not compliment character in the area nor braise unique landscapes and historic environment, CS9 e) and f) lack of parking facilities and impact on public safety (boundary impacting visibility), and that it does not support the aims of the Seafront policy GY6 as it would have 'inactive street frontage' and that overall, the harm outweighs the benefit of developing on a brownfield land, as per policy A2 on housing design principles. This was seconded by Cllr Williamson.

Following a vote; the motion was lost.

Cllr Flaxman-Taylor proposed a second substantive motion that the officer recommendation, to delegate application 06/21/0657/F to the Head of Planning to approve subject to receipt of the balance of £2126.04 Habitat Mitigation Payment and subject to the conditions as set out on the agenda report, be approved. This was seconded by Cllr Candon.

The Monitoring Officer advised the Committee that this motion would be allowed. Cllr T Wright requested a recorded vote. This was agreed by the Chair.

Councillors who voted for the motion:

G Carpenter, Hanton, Flaxman-Taylor, Candon, Myers and Annison.

Councillors who voted against the motion:

B Wright, Fairhead, Wainwright, Williamson and T Wright,

Following a vote, it was RESOLVED:-

That the application 06/21/0657/F should be delegated to the Head of Planning to APPROVE, subject to:

(i) Receipt of the balance of £2126.04 Habitat Mitigation Payment and;

(ii) The following Conditions:



1. The development must be begun not later than three years beginning with the date of this permission.

The reason for the condition is :-

Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out in accordance with the following plans and documents:

- . Location Plan - Drawing No. P01 Rev A
- . Block Plan - Drawing No. P03 Rev A
- . Proposed Ground Floor & First Floor Plans - Drawing No. P04
- . Proposed Second & Third Floor Plans - Drawing No. P05
- . Proposed Fourth Floor Plan & Roof Plan - Drawing No. P06 Rev A
- . Proposed North & East Elevations - Drawing No. P07
- . Proposed South & West Elevations - Drawing No. P08
- . Flood Risk Assessment July 2021 REF: 2433/RE/01-20/01 REV A

The reason for the condition is :-

For the avoidance of doubt.

3. No development shall commence until full details of the means of surface water drainage in the form of a Surface Water Drainage and Management Strategy have first been submitted to and approved in writing by the Local Planning Authority. The details should include water efficiency and water saving devices such as rain saver systems and green roofs and a Maintenance and Management strategy for the Surface Water Drainage Strategy. The development shall be carried out in accordance with the approved details and implemented prior to the first occupation of the development and retained and maintained as such thereafter.

It should be noted that it is the applicants/developers/owner's responsibility to ensure adequate drainage of the site so as not to adversely affect the surrounding land, property or highway.

The reason for the condition is :-

To control surface water discharge and to minimise the possibilities of flooding in accordance with Core Strategy Policy CS13.

4. Development shall not progress above slab level until a schedule of materials and finishes to be used for external surfaces and features of the proposed building, including details of brick/stone work demonstrating the colour, texture, bond and mortar, have first been submitted to and agreed in writing with the Local Planning Authority and the development shall be carried out in accordance with those details as approved and retained as such thereafter.

The reason for the condition is :-

To ensure the appropriate use of materials that will preserve and enhance the character and appearance of the conservation area in accordance with Core Strategy Policies CS9 and CS10 and Local Plan Part 2 Policy E5.

5. Development shall not progress above slab level until details of the design, materials and finish of the proposed external windows and doors, including method of opening have first been submitted to and agreed in writing with the Local Planning Authority and the development shall be carried out in accordance with those details as approved and retained as such thereafter.

The reason for the condition is :-

To ensure the appropriate opening style and use of materials that will preserve and enhance the character and appearance of the conservation area in accordance with Core Strategy Policies CS9 and CS10 and Local Plan Part 2 Policy E5.

6. Development shall not progress above slab level until details of the position, type and method of installation of all new services and related fixtures (including rainwater goods, communications and information technology servicing) to the exterior of the building have first been submitted to and agreed in writing with the Local Planning Authority wherever these installations are to be visible, or where ducts or other methods of concealment are proposed and the development shall be carried out in accordance with those details as approved and retained as such thereafter.

The reason for the condition is :-

To enable the local planning authority to ensure the satisfactory appearance of the development that will preserve and enhance the character and appearance of the conservation area in accordance with Core Strategy Policies CS9 and CS10 and Local Plan Part 2 Policy E5.

7. The development hereby permitted shall be carried out incorporating the measures to mitigate the risk from flooding set out in the flood risk assessment REF:

2433/RE/01-20/01 REVISION A dated July 2021, and shall specifically include:

- implementing and adopting the Water Entry Strategy across the ground floor area of the building; and,
- implementing and adopting a Water Exclusion Strategy (including but not limited to flood barriers across doorways and air brick covers) up to the differential depth limit of 0.6m.
- registering the premises with the Environment Agency's Flood Warnings Direct service and preparing a Family Flood Plan.

There shall be no use or occupation of the dwellings hereby permitted until the mitigation measures have first been introduced and the premises is enrolled within the flood warning system and the family flood plan is introduced and made available to all occupants of the dwellings .

The reason for the condition is :-

To ensure that mitigation measures are undertaken as the property is located within an area at risk of flooding in accordance with Policies CS13 and E5 of the Local Plan.

8. With the exception of demolition, no development shall commence until a Phase 1 contamination report has first been carried out to assess whether the land is likely to be contaminated, and the results of the investigations submitted to and approved in writing by the Local Planning Authority.

The report to be submitted shall also include details of known previous uses and possible contamination arising from those uses. If contamination is suspected to exist, a Phase 2 site investigation is to be carried out to the satisfaction of the Local Planning Authority in consultation with the Environmental Health service. If the Phase 2 site investigation determines that the ground contains contaminants at unacceptable levels then the applicant is to submit a written strategy detailing how the site is to be remediated to a standard suitable for its proposed end-use. This subsequent report shall be submitted to and approved in writing by the Local Planning Authority before the commencement of construction works.

No buildings hereby permitted shall be occupied until the remediation works agreed within the scheme have first been carried out to the written satisfaction of the Local Planning Authority, following submission of a remediation verification report.

The reason for the condition is :-

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Local Plan Part 2 Policy E6.

9. In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. All development shall cease and shall not recommence until:

1) a report has been submitted and agreed in writing by the Local Planning Authority which includes results of an investigation and risk assessment together with proposed remediation scheme to deal with the risk identified and

2) the agreed remediation scheme has been carried out and a validation report demonstrating its effectiveness has been approved in writing by the Local Planning Authority.

The reason for the condition is :-

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Local Plan Part 2 Policy E6.

10. A) No development shall take place until an archaeological written scheme of investigation has first been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1) The programme and methodology of site investigation and recording,

2) The programme for post investigation assessment,

3) Provision to be made for analysis of the site investigation and recording,

4) Provision to be made for publication and dissemination of the analysis and records of the site investigation,

5) Provision to be made for archive deposition of the analysis and records of the site investigation and

6) Nomination of a competent person or persons/organisation to undertake the works set out within the written scheme of investigation.

and,

B) No development shall take place other than in accordance with the written scheme of investigation approved under condition (A).

and,

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition (A) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason for condition: -

In accordance with Core Strategy Policy CS10.

11. The building shall include measures to meet a water efficiency standard of 110 litres per person per day. No development shall take place above slab level until the details of how this will be achieved have first been submitted to and approved in writing by the local planning authority. There shall be no occupation of any dwelling until those details have first been provided and made available for us in accordance with the details as approved.

The reason for the condition is :-

In the interests of water efficiency in accordance with Local Plan Part 2 Policy E7

12. Development shall not progress above slab level until a Biodiversity Enhancement Plan has first been submitted to and agreed in writing with the Local Planning Authority. The plan shall detail the provision of a minimum of 28 swift boxes. The plan shall be prepared by a suitably qualified and experienced ecologist and include elevation drawings to show the exact location of the swift boxes to ensure they are appropriately located. Ideally the boxes should be integrated within the fabric of the building. The development shall be carried out in accordance with those details as approved and shall remain in perpetuity.

The reason for the condition is :-

To secure biodiversity enhancements in line with Core Strategy Policy CS11.

13. Prior to installation, details of the secure cycle storage building for a minimum of 36 cycle spaces as indicated on Proposed Block Plan Drawing No. P03 Rev A shall be first submitted to and approved in writing by the local planning authority and shall thereafter be carried out as approved.

The reason for the condition is :-

In the interests of the satisfactory appearance of the development in accordance with Core Strategy Policies CS9 and CS10 and Local Plan Part 2 Policy E5.

14. Prior to the first use of the development hereby permitted the secure cycle parking shall be provided in accordance with the approved plans/details and retained thereafter available for that specific use.

The reason for the condition is :-

To ensure the permanent availability of the cycle parking in the interests of satisfactory development and encouraging the use of sustainable modes of transport in accordance with Local Plan Part 2 Policy I1.

15. No foul drainage from the development hereby approved shall be discharged other than to the main sewer. The foul water disposal shall be implemented prior to the first occupation of the development and retained as such thereafter.

The reason for the condition is :-

To prevent pollution of the water environment in accordance with Local Plan Part 2 Policy I3.

16. REASON FOR APPROVAL OF THE APPLICATION :-

The proposal complies with Core Strategy Policies CS2, CS9, CS10, CS11, CS13, CS16 and Local Plan Part 2 Policies GSP1, GSP5, A1, A2, E1, E5 and E7.

17. STATEMENT OF POSITIVE ENGAGEMENT: In dealing with this application Great Yarmouth Borough Council has actively sought to work with the applicant in a positive and proactive manner.

It is confirmed that this shadow HRA submitted by the applicant was assessed at outline (the planning permission) as being suitable for the Borough Council as competent authority to use as the HRA record for the determination of the planning application, in accordance with the Conservation of Habitats and Species Regulations 2017 and the required payment as currently updated has been made enabling this reserved matters decision.

It is hereby acknowledged that the application has been accompanied by the

appropriate and necessary financial contributions for GIRAMS Habitat Impacts Mitigation amounting to £5,206.04 (28 dwellings x £185.93 per flat) received (to be inserted 2023).

18. NOTES - Please read the following notes carefully:-

Anglian Water public combined sewer:

Please note connection for either foul water disposal, surface water disposal or both will require notice to be served on and the consent of Anglian Water under S106 of the Water Industry Act.

Please also refer to Planning Applications - Suggested Informative Statements and Conditions Report prepared by Anglian Water Pre-Development Team dated 1 March 2023 AW Site Ref: 182096/1/017034.

Biodiversity:

In regard to the siting of the bird boxes these should be sited below the cornices on the 3rd, 4th and 5 floors, to the side of, not directly above windows.

Archaeology:

In this instance the programme of archaeological mitigatory work will comprise the monitoring of groundworks for the development under archaeological supervision and control.

A brief for the archaeological work can be obtained from Norfolk County Council Historic Environment Service. Please note that we now charge for our services. If you have any questions or would like to discuss NCC recommendations, please contact Steve Hickling, Historic Environment Officer Community and Environment Services Tel: 01362 869285 | Dept: 01362 869278 | Mobile: 07775687817

Secure by Design: Your attention is drawn to the advice provided by the Norfolk Constabulary in its letter dated 18th August 2021

on Reference: 06/21/0657/F Committee Date: 22 March 2023

Construction work shall not take place outside the following hours:-

08:00 to 18:00 Mondays

08:00 to 18:00 Tuesdays

08:00 to 18:00 Wednesdays

08:00 to 18:00 Thursdays

08:00 to 18:00 Fridays

08:30 to 13:30 Saturdays

and no work shall take place on Sundays or Bank Holidays. (These hours shall only apply to work generating noise that is audible at the boundary of the nearest noise sensitive property)

The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149.)

The site will potentially generate a significant amount of dust during the conversion process; therefore, the following measures should be employed: -

- An adequate supply of water shall be available for suppressing dust;
- Mechanical cutting equipment with integral dust suppression should be used;
- There shall be no burning of any materials on site.

## **ANY OTHER BUSINESS**

The Chair acknowledged and thanked Cllr Fairhead for her contributions to the Development Control Committee and the whole Committee joined the Chair to wish her well.

The meeting ended at: 20:50

## **Schedule of Planning Applications**

**Committee Date: 12 July 2023**

Application Number:	<b>06/22/0747/F</b> - <a href="#">Click here to see application webpage</a>
Site Location:	Land at Guinevere Road, Gorleston-on-Sea, Great Yarmouth, NR31 7RA
Site Location Plan:	See Appendix 1
Proposal:	Proposed erection of a 66 bedroom care home (Use Class C2) with associated access, parking and landscaping
Applicant:	LNT Care Developments Ltd
Case Officers:	Natalie Levett and Nick Fountain
Parish & Ward:	Gorleston (unparished), Gorleston Ward
Date Valid:	20 <sup>th</sup> September 2022
Expiry / EOT date:	EOT requested until 27 <sup>th</sup> July 2023 (confirmation awaited)
Committee referral:	Connected application – Great Yarmouth Borough Council is the owner of the application site.
Procedural note 1:	This application was reported to the Monitoring Officer as an application submitted concerning land owned by the Borough Council, for determination by the Borough Council as Local Planning Authority. The application was referred to the Monitoring Officer for their observations on 04/07/23, and the Monitoring Officer has checked the file and is satisfied that it has been processed normally and that no other members of staff or Councillors have taken part in the Council's processing of the application other than staff employed within the LPA as part of the determination of this application.

### **RECOMMENDATION:**

It is recommended that application 06/22/0747/F should be APPROVED, subject to first completing a Unilateral Undertaking to secure planning obligations and successfully addressing the Habitats Regulations Appropriate Assessment, and with any permission being subject to a range of appropriate planning conditions.

## **REPORT**

### **1. The Site**

- 1.1 The application site is located to the south of the town of Gorleston-on-Sea, within the defined development limits identified through Policy GSP1. The site is approximately 3.6 miles south of Great Yarmouth and 5.5 miles north of Lowestoft.
- 1.2 The site is approximately 0.51ha (1.25 acres) in size and is located on land between Guinevere Road and Sidegate Road, to the west of the A47. The site plot forms part of Beacon Business Park. The proposed development will be accessed via a new access from Guinevere Road leading directly into the car parking area. The entrance of the proposed care home will front the car park and adjacent hotel (Travelodge) and restaurant (Toby Carvery).



- 1.3 The site comprises vacant grassland, with a tree line along the southern boundary. The application site is fairly flat in its topography.
- 1.4 The surrounding land use comprises a mixture of commercial buildings and the adjacent (Travelodge) and restaurant (Toby Carvery); and to the west of the site office buildings including Beacon Park Innovation Centre. Further west is Beacon Business Park which hosts a variety of units, predominantly office and light industrial uses. Further north is a large residential housing estate built in the early 2000's. The James Paget University Hospital is located approximately 600m to the north of the application site.
- 1.5 A dense line of trees runs along the southern boundary of the site, none of which are subject to a Tree Preservation Order. Some tree removal will be required to accommodate the proposed development, as detailed within the submitted Tree Survey and Arboricultural Impact Assessment. The proposed development has offered a landscaping scheme, which will include new planting and hedgerows as suitable boundary treatments and will contribute towards improving the biodiversity of the site.
- 1.6 The site is relatively well connected by public transport, with existing bus services running in the area; bus stops are located on Beaufort Way and Lowestoft Road, both less than 400m in distance. Bus stops provide regular local services, terminating in Lowestoft, Belton, Great Yarmouth and Norwich. Both visitors and staff of the proposed care home would be able to benefit from these services as appropriate.
- 1.7 The surrounding area features a good network of pedestrian and cycle routes, providing safe access for walking and cycling to and from the site.

## **2. The Proposal**

- 2.1 The proposal is for the construction of a 66-bed, three-storey building for use as a residential care home for older people, car parking, new access to the site and associated development and landscaping.
- 2.2 The Care Home accommodation is considered to fall within Use Class C2 (residential institutions), as it would provide housing for older people with varying levels of on-site care provision, which includes specialist dementia care, as defined by Paragraphs 010 and 014 of the Housing for Older and Disabled People National Planning Practice Guidance (2019).
- 2.3 In addition, the applicant advised that the care home is for the elderly (aged 65+) and will be staffed 24/7, operating a shift pattern style of working, but will have no resident staff. Residents within the home will have a range of mobility but will often be experiencing a reduced level of mobility as expected in later years.
- 2.4 The application submission states that the facility will be fully compliant with the National Care Standards Act 2000; providing single-room accommodation, with en-suite facilities and a suitable ratio of communal/recreational space per resident together with level/amenable access throughout.
- 2.5 The proposed care home would be of brick and render construction with a grey tile roof. In total the development will provide 3,235m<sup>2</sup> internal floor area over three floors.



### 3. Site Constraints

3.1 The site is located within the following relevant planning designations:

- Development Limits (Policy GSP1)
- Beacon Business Park (Policy GN4)
- Beacon Park Enterprise Zone
- Beacon Park Local Development Order
- Safeguarded Employment Area (Policy CS6)
- Grade 1 Agricultural Land
- Over 5km Indicative Habitat Impact Zone

### 4. Relevant Planning History

4.1 The site has not been the subject of any relevant planning applications.

### 5. Consultations

#### 5.1. Statutory Consultees

<b>Consultee: Highway Authority (Norfolk County Council)</b>	<b>Response: No objection subject to conditions.</b>
<b>Comments</b>  Whilst the proposed parking provision (which has increased during the application process) does not accord with current parking guidance, there will not be an objection from the Highway Authority given the nature and occupants of the proposed development.	
<b>Officer comment / response:</b>	The Highway Authority's response is noted and acknowledged.
<b>Any relevant Condition / Informative note?</b>	Impose the Highway Authority's suggested conditions.

<b>Consultee: Adult Social Services (Norfolk County Council)</b>	<b>Response: Provided initial comments for consideration but did not respond to the re-consultation</b>
<b>Comments</b>  The following matters were raised for consideration:  <b><u>Parking facilities and transport</u></b> <ul style="list-style-type: none"><li>• The plans propose 21 parking spaces however for a 66 bedded home this would likely not be adequate space for the staff to park before considering any visiting professionals, resident vehicles or visitors.</li><li>• This area is also not on a direct bus route making visiting difficult for those without transport. The transport statement and travel plan, states that calculation of need with regard to both travel and car parking, was made in alignment with "similar" homes. Those cited, in Doncaster and Wakefield are located in areas with a far denser population (over</li></ul>	

200k at each location approx.) and more extensive provision of public transport than within the area proposed for development.

#### **Storage of equipment**

- The plans indicate that there will be 1 hoist store per floor, the footprint allocated to this function does not appear to be adequate for the storage of more than 2 items of industry standard equipment with its subsidiary components.
- Levels of dependency in the unit, may result in this not being adequate space to store the amount of equipment that may be required.

#### **Washing/W.C Facilities for residents**

- It is noted that provision of a shower room has been made within each bedroom, however the plans show that there is only one communal bath per floor. This potentially inhibits choice and may impact on the provision of care that meets individual's needs.
- The provision of a singular resident toilet on each floor meaning that should this be engaged, waiting times or travel to the residents own bedroom to use their own facilities which depending on where they are situated at the time could be a long walk, potentially resulting in incontinence issues for the resident, also increasing the potential of a fall.

#### **Staff Facilities**

- It appears, that the staff toilet is in the staff room situated on the third floor, meaning that any staff providing support on the other floors would need to leave the floor, leaving the area with reduced staffing for a longer period than usual to have a comfort break. This also raises issues in terms of staffing overnight when breaks are due and staffing levels would likely be at a minimum.
- The staff changing area is noted to be situated in the same area as the staff room, this would mean that staff need to travel through the home when commencing and finishing work in order to change, this increases the risk of cross contamination, particularly during an outbreak.

#### **Communal areas**

- The plans seen evidence several "satellite" areas for communal activity. However, the footprint of some areas such as the cocktail bar, could hinder attendee numbers.
- The size of all communal areas where inhibitory of "whole Home" attendance, which could be restrictive in the event of entertainment or on occasions such as Christmas. The garden area also appears to hold the same inhibitory allocation of planned accessible ground space.

**Officer  
comment /  
response:**

#### **Parking facilities and transport**

- The plans were revised to increase the parking to 24 spaces, to which the Highway Authority raised no objection. The comments are noted but it is not considered reasonable to consider refusing an application with less car parking spaces than expected only under a 'maximum' parking quota in the relevant standards, and when the Highway Authority raises no objection on the basis of highways safety not being unacceptably compromised;
- There are bus stops within the vicinity (approx. 400m) with access to Great Yarmouth, Lowestoft, Belton and Norwich. It is acknowledged that travelling to the care home by car is likely for staff and visitors. It is a balancing exercise and due to the nature of the proposal and the lack of objection from the Highway Authority, it is Officer's opinion that it would be considered unreasonable to refuse the application on this basis.

#### **Storage of equipment**

	<ul style="list-style-type: none"> <li>The applicant advised that each floor has a dedicated hoist store which has adequate space to accommodate its use. The care home has been designed with additional storage rooms on each floor to accommodate additional items, such as hoists, and can be adapted to reflect the requirements of the residents in the home.</li> </ul> <p><b><u>Washing/ W.C Facilities for residents</u></b></p> <ul style="list-style-type: none"> <li>The applicant advised that the provision of full wet rooms within each bedroom has meant that there is limited demand for baths, however, should residents wish, there is one assisted bathroom on each floor. This is considered to be an adequate provision given the en-suite facilities. In the unlikely event that two residents would like baths at the same time, it is entirely feasible for them to be taken to an alternative floor as it is highly unlikely that all three would be in use at any one time.</li> <li>There are two communal w/c facilities to use on each floor, one a dedicated w/c and the other within the assisted bathroom, which are available for the use of all residents. This is considered to be an acceptable number of toilets, given that each resident has access to their own bathroom facilities in their rooms. Should the toilet be occupied, it is reasonable to assume that residents who are not able to walk unaided, are helped to their room by staff.</li> </ul> <p><b><u>Staff Facilities</u></b></p> <ul style="list-style-type: none"> <li>The applicant advised that the main staff facilities are located on the ground floor, which consists of a break room, changing facilities and w/c. The communal toilets on each floor are for the use of residents and staff and will reduce the need to leave the floor for a comfort break during their shifts, day or overnight.</li> <li>During the normal day to day operation of the care home, it is entirely feasible that staff will travel to and from work in their work clothes. During times when additional measures for infection control may be required, the care home is entirely adaptable to provide segregation for people entering and leaving the building.</li> </ul> <p><b><u>Communal areas</u></b></p> <ul style="list-style-type: none"> <li>The applicant advised that the proposed care home has a multitude of communal spaces and facilities throughout the home where various activities can take place. These include a coffee shop, library, tearoom, cinema, hair salon, sky bar and garden rooms. There is also a large, landscaped garden for residents to enjoy. The large central lounge/dining areas are designed for bigger gatherings and mealtimes. Should there be a need for whole home attendance, e.g. for special occasions or events, then the large lounge/dining room can be set up for this.</li> <li>Rooms such as the sky bar, garden rooms etc are designed to provide residents with quieter areas to enjoy with visiting family or friends or smaller friendship groups.</li> </ul>
Any relevant Condition / Informative note?	No directly related conditions are required, but conditions will require the development to be constructed in accordance with the revised plans if approved.

<b>Consultee: Essex &amp; Suffolk Water</b>	<b>Response: No objection</b>
Comments  No objections at this stage. They recommend that care is taken to ensure that their assets are unaffected by the proposed works, with specific mention of the 180mm PE main where the kerb is being lowered. A plan was attached showing the approximate location of their assets in the area. Guidance was provided and details would be imposed as an informative.	
<b>Officer comment / response:</b>	Informative noted.
Any relevant Condition / Informative note?	Informative is to be imposed.

<b>Consultee: Anglian Water</b>	<b>Response: Raised general comments</b>
Comments  There are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.  The foul drainage from this development is in the catchment of Caister - Pump Lane Water Recycling Centre that will have available capacity for these flows.  If the developer wishes to connect to Anglian Water's sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. They will then advise of the most suitable point of connection.  The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.  From the details submitted to support the planning application, the proposed method of surface water management does not relate to Anglian Water operated assets.  Informatives suggested.	
<b>Officer comment / response:</b>	The response is noted and advice will be taken from the suggested consultees; informatives will be added.
Any relevant Condition / Informative note?	Informatives will be added.

<b>Consultee: Environment Agency</b>	<b>Response: No formal response received</b>
Comments	

The Environment Agency's Standing Advice was consulted. The site is wholly within Flood Zone 1 as such the national advice is to be followed.	
<b>Officer comment / response:</b>	This is noted. There are no known flooding issues in this area.
Any relevant Condition / Informative note?	No specific condition or informative required for the EA. A surface water drainage scheme has been proposed to ensure no risks of increased surface water flooding and the approved drainage scheme will be required by conditions.

<b>Consultee: Norfolk Fire Service</b>		<b>Response: Provided a response raising matters that need to be complied with at Building Regulations stage.</b>
<b>Comments</b>	The development shall need to comply with Building Regulations. Advice provided.	
<b>Officer comment / response:</b>	Norfolk County Council confirmed that no additional fire hydrants were required. The response from the Fire Service relates to matters to be addressed at the Building Regulation stage. If the proposal needs to be amended to comply with Building Regulations, it would be necessary for an appropriate application to be made to amend the planning application so that it can be considered accordingly. The Fire Service's advice has been provided to the applicant.	
Any relevant Condition / Informative note?	No conditions required. An Informative will remind the applicant to consider the Fire Service consultation response.	

<b>Consultee: Norfolk Constabulary</b>		<b>Response: Provided comments for consideration</b>
<b>Comments</b>  Provided comments with regard to the proposed design. Amendments were made, which Norfolk Constabulary advised that the amendment redirects the original footpath located to run in front of 5 x bedrooms access points and that a garden space has been created to aid moving footfall away from directly in front of these dwellings.  This amendment to redirect the footfall away from directly in front of the 5 x bedrooms by creating this demarcation and defensive space should help to deter casual intrusion. However, they cannot comment on the effectiveness of the 'secured garden' unless the material and height specifications have been provided.		
<b>Officer comment / response:</b>	The comments are noted and the proposal, which on balance, is considered acceptable, subject to conditions. Detailed landscaping proposals will be conditioned.	
Any relevant Condition / Informative note?	Conditions required for the development to be undertaken in accordance with the approved plans and for a landscaping scheme to be agreed.	

<b>Consultee: Water Management Alliance</b>	<b>Response: No comments to make.</b>
Comments  The site in question lies outside the Internal Drainage Districts of the Broads IDB and Waveney Lower Yare and Lothingland IDB, and as per their Planning and Byelaw Strategy, the proposed application is classed as a minor development and does not meet their threshold for commenting. As a result, the Board has no comments to make.	
<b>Officer comment / response:</b>	The comments are noted.
Any relevant Condition / Informative note?	No relevant conditions/informatives required.

<b>Consultee: Lead Local Flood Authority (LLFA)</b>	<b>Response: No objection subject to conditions being attached to any consent. The LLFA has been consulted several times following revised plans to address previous objections raised.</b>
Comments  Following a revised surface water drainage strategy having been submitted in June 2023, the LLFA has removed their standing objection following the submission of further information. The LLFA suggests a condition to ensure that the development is built in accordance with the submitted Drainage Strategy.	
<b>Officer comment / response:</b>	The applicant has submitted significant information to provide an acceptable drainage scheme. This has resolved LLFA objections.
Any relevant Condition / Informative note?	The standard condition will be applied for the development to be undertaken in accordance with the approved plans including those relating to drainage.

<b>Consultee: NCC Ecologist</b>	<b>Response: Following further information advised that a HRA is required for the LPA to then undertake an Appropriate Assessment (this has been requested and is awaited).</b>
Comments  Comments from NE suggest that the impact on statutory sites is examined. It is therefore recommended that a HRA be undertaken by the applicant so that the LPA can create an Appropriate Assessment to satisfy the Habitat Regulations. It may be that the proposal	

does not have any significant effects upon statutory sites and therefore just the contribution of the GIRAMs be necessary, but the HRA process will establish that.	
<b>Officer comment / response:</b>	The applicant's Ecologist has prepared a shadow HRA. The application is being recommended for approval subject to the satisfactory completion of the Appropriate Assessment and Natural England agreeing with its conclusions, and payment of the GIRMAS contribution amongst other matters.
Any relevant Condition / Informative note?	It is unlikely that any direct conditions will be required because the matters will be covered in the HRA and the Unilateral Undertaking, and through mitigation measures built into the development. However, if conditions are recommended, Member approval is sought for the Development Manager to allow additional conditions where necessary and appropriate.

<b>Consultee: Norfolk &amp; Waveney Integrated Care System Estates</b>	<b>Response: No objection subject to financial contribution</b>
<p>Comments</p> <p>This proposal comprises a development of 66 care beds in total, this development has the potential to accommodate a minimum of 66 additional residents based on a 1:1 room ratio, which will have an impact on the NHS funding programme for the delivery of healthcare provision within this area and specifically within the health catchment of the development.</p> <p>The proposed development will have an impact on the services of local GP (General Practitioner) practices, Acute healthcare, Mental healthcare, Community healthcare and the Ambulance service operating within the vicinity of the application site.</p> <p><b>Healthcare Impact Assessment</b></p> <p>The intention of NHS England and the Norfolk and Waveney ICS is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Long Term Plan.</p> <p>The proposed development would have an impact on healthcare provision in the area and its implications, if unmitigated, would be unsustainable. In order to be considered under the presumption 'in favour of sustainable development' advocated in the National Planning Policy Framework, the proposed development should provide appropriate levels of mitigation for the impact on healthcare.</p> <p>NHS Norfolk and Waveney ICB has commissioned a Demand and Capacity review for primary care across the area, which assesses the current capacity and constraint of primary care estate to register new patients. This considers registration demand likely to arise from known housing developments.</p> <p>There are 4 local GP practices close to this proposed development which covers the area within their catchment and therefore the primary healthcare services directly impacted. Although the proposed development is for extra care, many of the residents will still have independence to access off site services from their local GP practice, it is therefore expected that access to healthcare services be in line with national and local policy.</p>	



The type of housing proposed is populated by residents/patients often with complex health needs requiring considerable input from clinicians. The age profile of the potential residents is also an important factor for the ICS and Health Partners, as people at both ends of the age spectrum consume a disproportionately larger quantity of healthcare services and resource. Over 75's are most likely to have multiple long-term conditions and complex care needs. Analysis from EEAST activity 2019/20 indicates that residents aged 65 years and over account for over 35% of Category 1 ambulance activity and 52% of all activity.

The ambulance service, EEAST, are in a unique position that intersects health, transport and community safety and does not have capacity to accommodate the additional growth resulting from the proposed development combined with other developments in the vicinity. This development is likely to increase demand upon existing constrained ambulance services and nationally set blue light response times. Developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth and demand generated by this development. Any funding would be used towards the capital cost of providing new additional ambulances and/or new additional medical equipment (both within and external to the ambulance), and/or new additional parking space(s) for ambulances at existing ambulance stations.

#### **Developer Contribution required to meet the Cost of Additional Capital Funding for Health Service Provision Arising**

In line with the Government's presumption for the planning system to deliver sustainable development and specific advice within the National Planning Policy Framework, the ICS would request that healthcare contributions be secured to mitigate a developments impact and to contribute to the provision of sustainable healthcare services in the area, particularly for the additional residents generated by development growth.

This development would give rise to a need for improvements to capacity, which, in line with the ICS estates strategy, would primarily come from Improvements/extension of existing infrastructure and services or the building of a new facility. It will also give rise to increased investment requirements within our acute, community and mental healthcare settings, where investment will be required to provide and develop functionally suitable facilities and services for patients, providing the required beds and floorspace to manage the increased demand.

Assuming the above concerns are considered in conjunction with the current application process, the ICS Estates workstream would not wish to raise an objection to the proposed development. However, without any mitigation the ICB cannot support this planning application and would welcome discussions regarding the form by which any mitigation may take.

The ICS look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response.

#### **ICS Requirements:**

The capital required to create additional ambulance services to support the population arising from the proposed development is calculated to be £12,474.

East of England Ambulance Service NHS Trust (EEAST) would request the following are provided as part of the S106/CIL agreement:

A) At least one emergency lifting devices with a preference of one per floor. These inflating devices are designed to lift the frailest individual up to a bariatric patient from the floor in a



safe and dignified manner minimising the risk of injury to both the fallen individual and the person lifting them. This device will enable care home staff to aid uninjured residents back into their chair/bed and thereby reduce the number of attendances from ambulance service.

B) At least one Automated External Defibrillator should be installed with a preference of one per floor, is provided.

EEAST would also request an ambulance bay close to the entrance and would request the size is a minimum of 10.6m in length and 4m in width ideally with 2 rapid EV charging points.

EEAST a stretcher lift should be available and fire-proofed to the appropriate standard to ensure evacuation during a fire or other emergency situation.

The age profile is important for EEAST as well as the ICB, as people at both ends of the age spectrum consume a disproportionately large quantity of healthcare services and resource). Over 75s are most likely to have multiple long-term conditions and complex care needs. Analysis of EEAST activity from 2019/20 indicates residents aged 65 years and over account for over 1/3 (35%) of Category 1 ambulance activity and 52% of all activity.

<b>Officer comment / response:</b>	The applicant has agreed to pay the requested financial contribution and has included this in their draft Unilateral Undertaking.
Any relevant Condition / Informative note?	An informative note will be included noting that the application is the subject of a Unilateral Undertaking.

<b>Consultee: Historic Environment Service</b>	<b>Response: No objection subject to condition</b>
<p>Comments</p> <p>The proposed development site is located within an area where cropmarks recorded from aerial photographs indicate the presence of below-ground archaeological remains from at least two period of phases of development. There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development.</p> <p>If planning permission is granted, a condition is recommended that the site be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework (2021), Section 16: Conserving and enhancing the historic environment, para. 205.</p> <p>In this case the programme of archaeological mitigatory work will commence with informative trial trenching to determine the scope and extent of any further mitigatory work that may be required (e.g. an archaeological excavation or monitoring of groundworks during construction).</p>	
<b>Officer comment / response:</b>	This is an appropriate request and the condition is recommended to be imposed.
Any relevant Condition / Informative note?	Recommended condition to be imposed.

Consultee: Natural England	Response:
<p>Comments</p> <p>The Summary of Natural England's Advice is as follows:</p> <p><b>Habitats Regulations Assessment - Recreational Impacts on European Sites</b></p> <p>It has been identified that this development falls within the 'Zone of Influence' (ZoI) for one or more of the European designated sites scoped into the Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy ('GIRAMS'). It is anticipated that certain types of new development (including new tourist accommodation) in this area is 'likely to have a significant effect' on the sensitive interest features of these European designated sites, through increased recreational pressure when considered either alone or 'in combination' with other plans and projects.</p> <p>The GIRAMS has been put in place to ensure that this additional recreational pressure does not lead to an adverse effect on European designated sites in Norfolk. The strategy allows effective mitigation to be implemented at a strategic level, so that the relevant councils, Natural England and other stakeholders are able to work together to provide the best outcomes for the designated sites. It also has the benefit of streamlining the process, so reducing the amount of time taken to process individual planning applications for the councils and Natural England.</p> <p>Natural England worked collaboratively with all the relevant councils to set up the strategy. We fully support the aims of the strategy; in our view it is the best way to provide appropriate avoidance and mitigation measures for the European sites in question. As such, we advise that a suitable contribution to the Norfolk GIRAMS should be sought from this development to ensure that the delivery of the GIRAMS remains viable. If this does not occur then the tariff in the adopted GIRAMS will need to be increased to ensure the GIRAMS is adequately funded.</p> <p>Natural England's advice is that this proposed development, and the application of these measures to avoid or reduce the likely harmful effects from it, will need to be formally checked and confirmed by your Authority, as the competent authority, via an appropriate assessment in view of the European Site's conservation objectives and in accordance with the Conservation of Habitats &amp; Species Regulations 2017 (as amended).</p> <p>In accordance with the Conservation of Habitats &amp; Species Regulations 2017 (as amended), Natural England must be consulted on any appropriate assessment your Authority may decide to make or the decision recorded as per an agreed approach.</p>	
<p><b>Officer comment / response:</b></p>	<p>The consultation response is generic and does not acknowledge that the scheme is for elderly persons accommodation in the context of the potential for increased recreational impacts. As the competent body, the Council has requested a shadow Habitat Regulations Assessment, which the Council will review and produce an Appropriate Assessment for Natural England to review and comment upon. One of the recommendations is that approval is granted subject to satisfactory completion of an Appropriate Assessment in order to satisfy the requirements of the Habitat Regulations, and confirmation from Natural England of the LPA's assessment.</p>

Any relevant Condition / Informative note?	To make the scheme acceptable, appropriate mitigation of the possible impact on designated international sites is to be secured through the GIRAMS financial contribution to be secured via the Unilateral Undertaking. No specific condition or informative is required for the issues flagged by NE.
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<b>Consultee: Norfolk County Council – Planning Obligations Team</b>	<b>Response: No planning obligations required.</b>
Comments  Due to the age restricted nature of the development, Norfolk County Council will not be seeking education or library contributions. Furthermore, Norfolk Fire and Rescue have stated that due to the location and infrastructure already in place, no fire hydrants will be required.	
<b>Officer comment / response:</b>	Noted.
Any relevant Condition / Informative note?	No condition or informative required.

## 5.2. Internal Consultees

<b>Consultee: Environmental Services</b>	<b>Response: No objection subject to condition and informatives</b>
Comments  The Team advised that conditions are required for noise (in the dwellings and from plant equipment), details of the kitchen extraction units, unexpected contamination and informatives relating to sewage, drainage, contamination, air quality, trade waste, construction noise traffic (notifying neighbours) and hours of work.  The applicant subsequently provided details for the plant equipment and kitchen extractor system, which the Environmental Services Team advised they were acceptable and should not result in noise disturbance.  In addition, a revised noise condition was requested, to be as follows:  <i>“The building envelope shall be constructed to provide sound attenuation against external noise and ensure internal sound levels no greater than:</i>  a) 35dB LAeq(16 hour) for all lounge, library and communal meeting places with the exception of offices, corridors and maintenance areas; b) 30dB LAeq(8 hour)/45dB LMax(fast) for all bedrooms”.	
<b>Officer comment / response:</b>	The revised conditions are considered appropriate and are recommended.
Any relevant Condition / Informative note?	The revised suggested conditions and informatives are recommended.

<b>Consultee: Strategic Planning</b>	<b>Response: Raised comments and concerns</b>
Comments  Strategic Planning comments have been incorporated into the report.	
<b>Officer comment / response:</b>	Noted
Any relevant Condition / Informative note?	No specific conditions or informatives as result of these comments.

<b>Consultee: Arboricultural Officer</b>	<b>Response: No objection subject to condition</b>
Comments  There are a lot of high value GYBC-owned trees to the south of the planned development that require protection during the construction process.  These trees were planted as a shelter along the northern side of Sidegate Road roughly 20 years ago and they provide a large amenity benefit to the surrounding area and are of high value.  The 'woodland' as a whole has a long retention span – 100+ years due to a number of tree species planted.  A CEZ (Construction Exclusion Zone) and barrier needs to be implemented to avoid any damage being caused to this woodland during the construction process – this should be in line with BS 5837 (2012) – Trees in Relation to Design, Demolition and Construction guidelines. The suggested location of exclusion barrier was provided.	
<b>Officer comment / response:</b>	The comments are noted and the relevant conditions are recommended.
Any relevant Condition / Informative note?	The required conditions are recommended.

<b>Consultee: Inward Investment Team</b>	<b>Response: No response at the time of writing.</b>
<b>Officer comment / response:</b>	If comments are received, these will be reported to Members at Committee.
Any relevant Condition / Informative note?	If comments are received and additional conditions and/or informatives imposed, these will be reported to Members at Committee.

## 6. Publicity & Representations received

Consultations undertaken: Site notice and Press Advert

Reasons for consultation: The application is a Major Development and Departure from the Development Plan

### 6.1. Ward Member – Cllr(s) Emma Flaxman-Taylor and Paul Wells

Representation	Officer Comment	Relevant Condition/Informative
No representations made at the time of writing.	N/A	N/A

### 6.2. Public Representations

At the time of writing two public comments have been received – one in support and one providing comments.

#### Support:

Representation	Officer Comment	Relevant Condition/Informative
<p>Gorleston and Bradwell desperately need more care homes for our elderly population and this is perfect given the close proximity to the hospital. This should help reduce the strain on the hospital wards who have patients fit for discharge but no care home to go to. The design of the proposed building and parking arrangements is supported.</p> <p>The Council is strongly urged to approve this development and the Links Road proposal for 240 homes, Lidl and care home. The more care homes we have, the more pressure is taken off the NHS. Also, Gorleston desperately needs a supermarket. So please approve both of these proposals.</p>	<p>The comments are noted. However, the application for consideration is the 66-bed care home, not the "Links Road proposal for 240 homes, Lidl and care home" nor a supermarket in Gorleston.</p>	<p>No conditions or informatives required.</p>

#### Comment / observations:

Representation	Officer Comment	Relevant Condition/Informative
<p>The submission is unclear about the use of the accommodation. Unless the residents are completely unable to leave their rooms (and that would be unusual in a C2 care home), there is a substantial lack of "public" space available for the</p>	<p>This is expanded upon in the report. The applicant has confirmed that, based upon their experience, additional space is not required for their</p>	<p>No conditions or informatives required.</p>

resident to socialise or meet family and friends. Perhaps some consideration can be given to this issue and changes made to the internal layout.	residents and the application has to be considered upon that basis. Officers will consider whether there is an appropriate design and quantum of amenity and open space proposed.	
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## 7. Relevant Planning Policies

### **The Great Yarmouth Core Strategy (adopted 2015)**

- Policy CS1: Focusing on a sustainable future
- Policy CS2: Achieving sustainable growth
- Policy CS3: Addressing the borough's housing need
- Policy CS6: Supporting the local economy
- Policy CS9: Encouraging well-designed, distinctive places
- Policy CS11: Enhancing the natural environment
- Policy CS12: Utilising natural resources
- Policy CS13: Protecting areas at risk of flooding and coastal change
- Policy CS14: Securing essential new infrastructure
- Policy CS15: Providing and protecting community assets and green infrastructure
- Policy CS16: Improving accessibility and transport

### **The Great Yarmouth Local Plan Part 2 (adopted 2021)**

- Policy UCS3: Adjustment to Core Strategy Housing Target
- Policy GSP1: Development Limits
- Policy GSP5: National Site Network designated habitat sites and species impact avoidance and mitigation
- Policy GSP6: Green Infrastructure
- Policy GSP8: Planning obligations
- Policy GN4: Beacon Business Park
- Policy A1: Amenity
- Policy A2: Housing design principles
- Policy H4: Open space provision for new housing developments
- Policy H11: Housing for the elderly and other vulnerable users
- Policy E4: Trees and landscape
- Policy E6: Pollution and hazards in development
- Policy E7: Water conservation in new dwellings and holiday accommodation
- Policy I1: Vehicle parking for developments
- Policy I3: Foul drainage

## 8. Other Material Planning Considerations

### **Supplementary Planning Documents**

- Open Space Supplementary Planning Document (SPD)

#### National Planning Policy Framework (July 2021)

Section 2: Achieving sustainable development

Section 4: Decision Making

Section 8: Promoting healthy and safe communities

Section 9: Promoting sustainable transport

Section 12: Achieving well designed place

Section 14: Meeting the challenge of climate change, flooding and coastal change

Section 15: Conserving and enhancing the natural environment

#### National Planning Practice Guidance topics

- Housing for Older and Disabled People National Planning Practice Guidance (2019)

#### Any other material considerations

- The Housing Our Ageing Population Panel for Innovation (HAPPI) Report (2009)

## **9. Planning Analysis**

- 9.1. Legislation dictates how all planning applications must be determined. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 9.2. Section 70(2) of the Town and Country Planning Act 1990 (as amended) states: *In dealing with an application for planning permission the authority shall have regard to—*
  - (a) the provisions of the development plan, so far as material to the application,*
  - (aza) a post-examination draft neighbourhood development plan, so far as material to the application,*
  - (b) any local finance considerations, so far as material to the application, and*
  - (c) any other material considerations.*

This is reiterated at paragraphs 2 and 47 of the National Planning Policy Framework.

## **Assessment**

### Main Issues

The main planning issues for consideration include:

- Principle of development
- Design and Impact upon the surrounding area
- Amenity Impact
- Impact on Trees
- Public Open Space
- Highway Safety

- Archaeological Impact
- Ecological Impact
- Habitat Regulations Assessment

### **Principle of Development**

10.1 Policies CS1 and CS2 seek to ensure sustainable development and appropriate growth of the area, with development to be supported, in principle, when it is located within the defined Development Limits as detailed on the Policies Map. The site is located within the Development Limits of Gorleston.

10.2 The site is, however, located within the area allocated as designated employment land for the Beacon Business Park, for which Policy GN4 states that the land will be *“reserved for development proposals for new, extended or replacement office, research & development, light industrial and storage & distribution uses, which are of high quality and distinctive design. Such employment 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”*.

The policy proceeds to state that: *“residential development, and industrial employment uses (falling under class uses B2 and related Sui Generis Uses) ... will not be permitted within this area”*.

The supporting text to the policy (paragraph 3.116) expands on the justification to restrict residential development within Beacon Business Park by explaining the strategic importance of the site as a ‘specialist employment area’, cautioning that residential development would introduce the potential to undermine the business park function, and the availability of land elsewhere in the Borough to meet housing needs.

10.3 Policy CS6 supports a diverse local economy and amongst other requirements, safeguards existing local employment areas (of which Beacon Park is one of those) and future local employment areas allocated in other Local Plan Documents for employment use. The Policy advises that alternative uses will only be allowed where it can be demonstrated that:

- There is a satisfactory relationship between the proposed use and any pre-existing neighbouring uses, without significant detriment to the continuation and amenity of existing or proposed uses;
- There is no commercial interest in the re-use of the site for employment, demonstrated by suitable marketing at an appropriate price for at least 18 months;
- A sequential viability test has been applied following the unsuccessful marketing of the site, based on the following sequence of testing: mixed use of the site that incorporates an employment-generating use, then non-employment use.

10.4 Policy H11 supports the provision of accommodation suitable to meet the needs of elderly and other vulnerable people. The policy sets out that grouped accommodation with appropriate elements of support, shared facilities and/or nursing care/wardening,



(a type of accommodation that the proposed development falls within) is to be located within the Development Limits, and it is expected that they are:

- 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.

10.5 The policy states that sites close to Gorleston-on-Sea town centre will be given priority to such accommodation over other potential residential uses. For elderly accommodation covered by this policy, the design should facilitate the provision of:

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

10.6 The application site is located at the south-east corner of Beacon Business Park albeit effectively within a separate parcel of land due to its separation by internal roads. The site is part of the Enterprise Zone (an area specifically identified to support Great Yarmouth port as a centre to support offshore renewable energy in combination with the South Denes Enterprise Zone site), safeguarded employment area (Policy CS6), and the Beacon Business Park employment area (Policy GN4). In addition to Enterprise Zone status, the business park also benefits from a Local Development Order (LDO) which offers a simplified planning consent process subject to meeting specific design requirements. Beacon Business Park employment site is therefore an established employment site of strategic importance and it can be seen that there are many initiatives available to encourage business investment into the designated area.

10.7 Policy GN4 is clear that no form of residential development, including care homes, will be permitted on the site and thus the proposal is contrary to this policy. However, Policy CS6 would support alternative uses on a safeguarded employment site subject to the given criteria.

10.8 The LDO Design Code identifies the application site as 'Site 1' which is a distinct plot within the masterplan for Beacon Business Park, east of Camelot Road. The area immediately adjacent (north and east of) the application site, separated by Guinevere Road, is actually outside of the Enterprise Zone, and outside the safeguarded employment area and Beacon Business Park boundaries. With the exception of the application site / 'Site 1' in the LDO, the land along Guinevere Road is already established with non-employment uses with a hotel and restaurant.

10.9 It is therefore considered that the impact of granting a non-employment use on the application site would be that 'Site 1' of the business park would be taken out of the employment use area and the planning policy designation boundary would effectively be re-aligned, leaving the business park activities on the west of Camelot Road and removing the land on the east of Camelot Road from 'traditional' employment land use.

- 10.10 Despite the introduction of a non-employment use to the site, it is considered that there would be a satisfactory relationship between the proposed use and the surrounding existing uses; crucially it is considered that such development can be achieved without significant detriment to the strategic function of Beacon Business Park.
- 10.11 Ordinarily, it would be expected that further information would be required in relation to marketing evidence (in accordance with policy CS6), however, the information submitted demonstrates that the land has been marketed in excess of ten years for employment use and the Council has received evidence that the plot has not been sold or had reasonable offers for such use. The site's isolated nature separated from the remainder of the Business Park could be a reason why there has not been more interest, though this is in part speculative.
- 10.12 In considering whether the proposed development is compatible with the business park, the applicant has submitted information to demonstrate how their business model would work on the site. However, Members are cautioned against attaching any more than 'limited' weight to the proposal's jobs creation forecast because, whilst the number of jobs made available may indeed be significant in comparison to other forms of commercial or employment use e.g. warehousing, such roles would be as part of the care sector and not traditional 'employment' sector roles as the policy would expect.
- 10.13 Policy H11 sets out what facilities would be required to support a care home. The site is located within close proximity to the James Paget University Hospital, which would clearly benefit residents in terms of providing immediate access to healthcare. There is, however, a lack of more day-to-day services available that would be available were the site better located to Great Yarmouth or Gorleston Town Centres. An existing bus stop is located approximately 300m north of the site along Beaufort Way, with the stop lacking a bench or shelter and crossing facilities to access. It is also worth noting that the site is located approximately 500m south-east of the proposed Beacon Park District Centre (Policy BL1), which if realised could meet some of those day to day needs. However, the design criteria set out in Policy H11 would be met.
- 10.14 Based on the policy criteria, the site has only a mixed success in terms of its overall suitability to support a care home. However, weighing against some of the shortcomings in the site's location is the need for more care homes; the most recent evidence for elderly and specialist housing demonstrates that there is a clear need for elderly housing within the Borough over the plan review period (to 2041) with an aging population and increasing demand for dementia care.
- 10.15 The care home accommodation is considered to fall under Use Class C2 (residential institutions), as it would provide specialist housing with care for older people with varying levels of on-site care provision, which includes dementia care. The care home will be staffed 24/7 and will operate a shift pattern style of working but will have no resident staff. Residents within the home will have a range of mobility but will often be experiencing a reduced level of mobility as expected in later years. None of the bedrooms benefit from kitchen facilities, therefore this is a critical part of the care service that will be provided. It is anticipated that residents will not leave the home to travel around the local area without a member of staff, family or friend accompanying them and providing assistance and form of transport. Care available will be a mixture of residential dementia and residential care.

- 10.16 Whilst the proposal is in direct conflict with Policy GN4 and is not located within walking distance of Gorleston Town Centre, there are advantages to this development, especially when considering that the site has unsuccessfully been marketed as an employment site for over ten years: The proposal would generate jobs (50-60 full/part-time jobs has been estimated), will provide a much-needed care home facility with good access to the hospital, will not be a disruptive development/use once in use, and will not undermine the wider strategic function of Beacon Business Park, and perhaps will encourage associated business to the area. Overall, it is considered that, on balance, the principle of development should be viewed as being acceptable despite there being some conflict with the development plan.

## **11. Design and impact upon the surrounding area**

- 11.1 Policies CS9 and H11 set out design criteria requiring high standards of design, which is echoed in the NPPF (2021).
- 11.2 The proposed scale of the care home is a 3-storey building with a pitched roof, totalling approximately 12 metres in height. This would appear to be significantly taller than the immediate adjacent buildings (such as the Travelodge and Toby Carvery opposite) and the offices the other side of Camelot Road. The scale of the building would be screened to a degree to the south by the existing landscape buffer.
- 11.3 Policy H11 also outlines some design principles for care home type accommodation. The plans demonstrate a wide hall width which should aid movements with restricted mobility. The storage space is for equipment but not for mobility equipment, which should be a key consideration for internal design, although the applicant advises that it is unlikely that their clients would need mobility scooters as that has not been the case in their experience, so they do not make provision for that, although space is sufficient for this requirement should the need arise. The building design does make use of the ends/corners within the shape of the building to provide balcony views, and there are multiple activity-related rooms. The build design appears to support high levels of energy efficiency with the potential for good ventilation. The proposed landscaping plan seeks to make use of, and open up, the natural greenspace buffer running along the southern edge of the site.
- 11.4 Norfolk Constabulary and Adult Social Services provided comments on the design, following which the applicant amended their plans or provided an explanation why amendments were not appropriate for their facility.
- 11.5 The applicant was asked to consider reducing the height to two storeys to be in keeping with the surrounding buildings, but they advised that it would result in their business model being unviable. The applicant has a two-storey design that would be viable but the site area is not large enough to accommodate it. As a result, they would not be able to reduce the height. In addition, the applicant advised that the height of the proposed three storey care home is 8.1m to the eaves and 11.9m to the central ridge. The Design Code for the Local Development Order area would allow Site 1 (the application site) to be used for a 1-3 storey building with a minimum height of 8m and a maximum height of 12m, so the application is consistent with those parameters. In terms of the plot ratio, the proposed build footprint works out at approximately 22%

which is also within the 20-25% threshold set out in the LDO Design Code. The proposed care home is therefore within each of those parameters.

- 11.6 Given the location and proximity to other buildings, the development would not be considered out of keeping, as demonstrated and supported by a street scene visualisations presented in the application. The development also falls within the design parameters set out within the Design Code for the Beacon Business Park, which, were the use proposed an employment use, would be automatically accepted. As such, it is considered that, on balance, the three-storey building massing, scale, design and appearance is considered acceptable.
- 11.7 The proposal, on balance, accords with Policies CS9 and H11 together with the principles of the NPPF (2021).

## **12. Amenity Impact**

- 12.1 Policy A1 supports developments where they protect or promote a high standard of amenity to ensure a suitable living environment in the locality and where development would not lead to an excessive or unacceptable impact on the amenities of the occupiers of existing and anticipated development in the locality. Considerations include overlooking and loss of privacy; loss of light and overshadowing and flickering shadow; building and structures that will be overbearing; nuisance and disturbance (e.g. from intrusive lighting and noise). For large scale developments where construction operations are likely to have a significant and long-term impact on local amenity, consideration will be given to conditions to mitigate this through a construction management plan covering such issues as hours of working, points of access and methods of construction.
- 12.2 Given the containment of the site and proximity to adjacent existing uses, it is possible that some noise disturbance could be generated from people staying at the adjacent hotel and/or using the adjacent restaurant, together with visitors to the care home. However, it is not expected that this would be frequent nor significantly adverse to occupants of the care home, and is not sufficient to warrant a refusal of the application. However, noise and disturbance is likely to be generated through the construction of the proposed development and it would be reasonable to impose a condition for a Construction Management Plan to be submitted prior to works commencing, as well as limiting the hours of construction to ensure visitors to the hotel are not impacted.
- 12.3 Whilst the proposed development would be three stories in height, due to the siting and proximity to the surrounding commercial and business developments, it is unlikely that there would be any loss of privacy to or from the development nor would there be any unacceptable overshadowing.
- 12.4 As a result, it is considered that the proposal complies with Policy A1.

## **13. Impact on Trees**

- 13.1 Policy E4 seeks to protect the Borough's trees and landscape.

- 13.2 There are a lot of high value GYBC-owned trees to the south of the planned development that require protection during the construction process. These trees were planted as a shelter along the northern side of Sidegate Road approximately 20 years ago and they provide a large amenity benefit to the surrounding area and are of high value. The 'woodland' as a whole has a long retention span – 100+ years due to a number of tree species planted.
- 13.3 A Construction Exclusion Zone and barrier needs to be implemented to avoid any damage being caused to this woodland during the construction process (in accordance with BS 5837 (2012) – Trees in Relation to Design, Demolition and Construction guidelines). The suggested location of exclusion barrier was provided by the Council's arboriculturist.
- 13.4 The application has been supported by a landscaping plan, which is considered appropriate and would be conditioned.
- 13.5 It is considered that, subject to conditions, the proposal complies with Policy E4.

#### **14. Public Open Space**

- 14.1 Policy H4 sets out the requirements for Public Open Space (POS).
- 14.2 The Borough's Open Space Supplementary Planning Document (SPD) states that "net new residential development, for the purpose of the policy comprises housing which includes Use Class C2 (residential institutions)...in addition to the standard C3 Use Class 'dwelling house'. Other than standard C3 Use dwellings, the exact need will be calculated per 6 bedspaces, which is considered to be equivalent of a single dwelling."
- 14.3 The site is located in the Gorleston Ward, and the following table identifies the POS required from this development:

Gorleston Ward - Off-site Provision per dwelling / dwelling-equivalent (6-beds) (£).

A development of 66 care home beds would equate to 11 dwellings, so the application would usually be expected to provide the contributions that a 1-19 dwelling development does.

Scale of development	Outdoor Sport	Play Space	Informal Amenity	Parks & Gardens	Accessible Natural Greenspace	Allotments	Total Off-site (£)
1-19 Dwellings	£547.13	£292.72	£248.46	£124.23	£0	£41.75	£1,254.29
20-49 Dwellings	£547.13	£0	£0	£124.23	£0	£41.75	£713.11
50-299 dwellings	£547.13	£0	£0	£124.23	£0	£41.75	£713.11
300-499 dwellings	£0	£0	£0	£124.23	£0	£41.75	£165.98
500+ dwellings	£0	£0	£0	£0	£0	£0	£0

- 14.4 It is, however, considered unlikely that the proposed care home with a 65+ years of age occupancy restriction could to increased demand/use of outdoor sport and play spaces, and for that reason contributions would not be required for those types of open space. The required open space provision would need to be made off-site for a scheme the equivalent of less than 20 dwellings. Therefore the off-site provision calculation would be £414.44 (the costs of informal amenity + parks & gardens + allotments) multiplied by 11, which equals £4,558.84. The applicant has agreed to pay this amount for POS and this will be included in the Unilateral Undertaking.
- 14.5 As a result, subject to payment of this contribution prior to the commencement of development, the proposal is considered to comply with Policy H4.

## **15. Highway Safety**

- 15.1 Policy CS16 seeks to direct new development towards the most sustainable locations in accordance with Policy CS2, thereby reducing the need to travel further distances and maximising the use of sustainable transport modes.
- 15.2 The development proposes 24 car parking spaces within the site. Policy I1 requires vehicle parking (including cycle parking) to be in accordance with Norfolk County Council's parking standards. Developments should also be designed to enable charging of plug-in and other ultra-low-emission vehicles in safe, accessible and convenient locations.
- 15.3 The Highway Authority raised no objection in principle, noting that the proposed parking provision does not accord with current parking guidance. However, they advised that the content of the submitted Transport Statement was noted, it is accepted the site is accessible by more sustainable modes of transport, but this does not preclude from the fact that both staff and visitors could/would still travel by the private motor vehicle and a lack of parking provision would not necessarily detract from that. In noting the examples of the "similar" care homes used in the parking surveys, no precise locations were given and, therefore, it is not possible to assess whether or not they are in totally similar locations to his application.
- 15.4 According to the Highway Authority, the current parking guidance would indicate, allowing for the shift pattern working outlined, that 44 off street parking spaces should be provided. However, this is a maximum and not a minimum standard. It is accepted that a lesser provision may be appropriate in urban areas where there is good access to alternative forms of transport and existing parking facilities.
- 15.5 The submitted Transport Assessment indicates that the maximum number of staff requiring spaces at a peak single point of the day could be 24, though it will often be lower than this reflecting the different roles and shift patterns of staff. The Assessment also indicated that residents rarely have access to their own private car and that peak visitor times tend to occur Monday to Friday between 18:00 and 20:00 when more spaces will be available as most day shift workers will have completed their shifts. Whilst the applicant is promoting the introduction of a formal Travel Plan, given the nature of the application, it is considered appropriate to retain the focus on encouraging and incentivising a change towards and promoting sustainable modes of transport. In this respect, it is considered a voluntary travel plan, a Travel Information Plan, is more appropriate in this case.
- 15.6 Following the Highway Authority's original comments, the car parking was increased to 24 spaces, which the Highway Authority advised that they would not object to,



reiterating that their previous comments remained. They advised that, on balance, with regard to this particular application, they could not sustain an objection on the lack of parking provision alone, nor do they consider that there would be an unacceptable impact on highway safety, nor do they consider the residual cumulative impacts on the road network would be severe. As a result, conditions were recommended if the application were to be approved.

- 15.7 As a result, subject to conditions, it is considered that the proposal complies with Policies CS16 and I1 together with the principles of the NPPF (2021) (in particular paragraph 110).

## **16. Archaeological Impact**

- 16.1 Policy CS10 explains that the Council will work with other agencies, such as the Broads Authority and Historic England, to promote the conservation, enhancement and enjoyment of this historic environment, including, by conserving and enhancing the significance of the Borough's heritage assets and their settings.
- 16.2 The proposed development site is located within an area where cropmarks, recorded from aerial photographs, indicate the presence of below-ground archaeological remains from at least two period of phases of development. There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development.
- 16.3 The Historic Environment Service advised that a programme of archaeological mitigatory work would be recommended, which could be conditioned, in accordance with paragraph 205 of the National Planning Policy Framework (2021).
- 16.4 As a result, subject to condition, it is considered that the proposal complies with Policy CS10 and the NPPF (2021) (in particular paragraph 194).

## **17. Ecology and Biodiversity**

- 17.1 Policy CS11 seeks to improve the Borough's natural environment and avoid any harmful impacts of development on its biodiversity, geodiversity, landscape assets, priority habitats and species. Paragraphs 8, 174 and 179 of the NPPF (2021) requires developments to have a 'net gain' in biodiversity, which is also a requirement of the soon to be implemented Environment Act (which seeks a minimum of 10% net gain).
- 17.2 The Council's Ecologist reviewed the application and raised no objection subject to conditions relating to lighting and submission of a Biodiversity Enhancement Plan. However, the latter was submitted as part of the application process and it was considered acceptable following re-consultation.
- 17.3 As a result, subject to conditions, it is considered that the proposal complies with Policy CS11 and the NPPF (2021).

## **18. Habitat Regulations Assessment (HRA)**

HRA Zone: the site is located within the "Over 5km Indicative Habitat Impact Zone".



- 18.1 HRA and Appropriate Assessment: Natural England has advised that a bespoke HRA followed by an Appropriate Assessment be made as well as a contribution to the “Norfolk Green Infrastructure and Recreational impact Avoidance and Mitigation Strategy” (GIRAMS) (2021). It is, however, noted that Natural England’s comments were generic to any residential scheme and provided no consideration that the scheme would be for older peoples housing and how this may influence the likelihood or significance of cumulative recreational impacts.
- 18.2 The Council’s Ecologist has advised that it may well be the case that the proposal would not generate an adverse impact upon the protected habitats beyond a likely necessary GIRAMS contribution. The area is within the Impact Zone for Breydon Water SSSI and Halvergate Marshes SSSI. The Council’s Ecologist advised that to calculate a contribution to the Norfolk GIRAMS no direct recommendations are given, however the nearest calculation can be taken using the “..’per 2.5 student accommodation unit ration” which would equal as  $66 \div 2.5 = 26.4$ .  $26.4 \times £210.84 = £5,566.18$ .
- 18.3 The applicant submitted a shadow HRA report which identified that likely significant effects could not be ruled out owing to the impacts of increased visitation by residents (and visiting families), therefore Appropriate Assessment and mitigation would be required. The applicant has therefore agreed to pay the contribution of £5,566.18 to the Norfolk GIRAMS and it will form part of the Unilateral Undertaking. Ordinarily the Norfolk GIRAMS sets a per dwelling charge of £210.84, but for residential institutions, footnote 10 to the GIRAMS study report explains that for other units of residential accommodation a ratio should apply. The two ratio options that appear within the Norfolk GIRAMS are 2.5 bedspaces for student accommodation and 6 bedspaces for tourist accommodation. The former ratio has been applied on the basis that occupants are likely to be from separate households with the potential for visiting families and this likely significant effect cannot be avoided. Furthermore, the shadow HRA and advice from the Council Ecologist suggest applying the 2.5 ratio.
- 18.4 As such, it is recommended that the development is approved subject to the satisfactory completion of an Appropriate Assessment in order to satisfy the requirements of the Habitat Regulations Assessment, and suitable confirmation from Natural England of the LPA’s assessment and inclusion of the GIRAMS payment to be paid prior to the commencement of development in the Unilateral Undertaking.

## **19. Planning obligations**

- 19.1 The following contributions and requirements are required and will be proposed in the Unilateral Undertaking:
- Habitats Mitigation £210.84 per dwelling at a ratio of 2.5: £5,566.18
  - Open space payment of £414.44 per 6 bed spaces: £4,558.84
  - Integrated Care System (capital required to create additional ambulance services to support the population arising from the proposed development): £12,474

- At least one emergency lifting devices with a preference of one per floor. These inflating devices are designed to lift the frailest individual up to a bariatric patient from the floor in a safe and dignified manner minimising the risk of injury to both the fallen individual and the person lifting them. This device will enable care home staff to aid uninjured residents back into their chair/bed and thereby reduce the number of attendances from ambulance service.
- At least one Automated External Defibrillator to be installed with a preference of one per floor.
- An ambulance bay close to the entrance and with a minimum of 10.6m in length and 4m in width with two rapid EV charging points.
- Provision of a stretcher lift that is fire-proofed to the appropriate standard to ensure evacuation during a fire or other emergency situation.

## **20. Local Finance Considerations**

- 20.1 Under Section 70(2) of the Town and Country Planning Act 1990 the Council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant such as new homes bonus, or the Community Infrastructure Levy (which is not applicable to the Borough of Great Yarmouth). Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority, for example. Notwithstanding the Council's position as landowner, there do not appear to be any planning-related local finance considerations linked to this development.

## **21. The Planning Balance**

- 21.1 The proposal will provide a 66-bed C2 use class residential care home, for which there is a demand for such a facility within the Borough.
- 21.2 The proposal is contrary to Policy GN4 but, as outlined in the assessment above, it is considered that there are other material planning considerations that outweigh this conflict with adopted policy as outlined in paragraph 10.16.
- 21.3 Overall, it is considered that, on balance, the application is acceptable for conditional approval within the terms set out in the recommendation outlined below.

## **22. Conclusion and Recommendation**

- 22.1 For the reasons identified in the assessment above, it is considered on balance that the application should be approved, notwithstanding the conflict with adopted policy including being contrary to Policy GN4, in accordance with the recommendation below.

### **RECOMMENDATION:**

It is recommended that application 06/22/0747/F should be APPROVED, subject to:

**(i) Completion of a Unilateral Undertaking to secure the following:**

Habitats Mitigation in accordance with the GIRAMS strategy and Habitats Regulations: **£5,566.18**

Open space payment for off-site provision and enhancements: **£4,558.84**

Integrated Care System (capital required to create additional ambulance services to support the population arising from the proposed development): **£12,474**

At least one emergency lifting devices with a preference of one per floor. These inflating devices are designed to lift the frailest individual up to a bariatric patient from the floor in a safe and dignified manner minimising the risk of injury to both the fallen individual and the person lifting them. This device will enable care home staff to aid uninjured residents back into their chair/bed and thereby reduce the number of attendances from ambulance service.

At least one Automated External Defibrillator to be installed with a preference of one per floor.

An ambulance bay close to the entrance and with a minimum of 10.6m in length and 4m in width with two rapid EV charging points.

Provision of a stretcher lift that is fire-proofed to the appropriate standard to ensure evacuation during a fire or other emergency situation.

**And;**

- (ii) If the Unilateral Undertaking is not completed within three months of the date of this decision, to delegate authority to the Head of Planning to (at their discretion) refer the application back to the Development Management Committee at the earliest opportunity, for re-consideration of the application, or to refuse the application directly, on the grounds of failing to secure planning obligations as outlined within this report (or the Committee's decision if the recommended content is varied), being contrary to policies GSP5 and GSP8;**

**And;**

- (iii) Satisfactory completion of an Appropriate Assessment in order to satisfy the requirements of the Habitat Regulations, and suitable confirmation from Natural England of the LPA's assessment;**

**And;**

- (iv) Delegated authority is sought for officers to agree the final terms of the proposed conditions, as listed at the end of this report, and which would**

**be subject to any amendments and additions deemed necessary by the Head of Planning.**

**Proposed Conditions**

- 1) The development hereby permitted shall begin no later than 3 years from the date of this decision.

The reason for the condition is:-

As required to be imposed by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development shall be carried out in accordance with the following plans and documents:
- a) Drawing Number NR31 7RA-A-01, entitled Location Plan, dated 25-04-22;
  - b) Drawing Number NR31 7RA-A-03D, entitled Proposed 66 Bed Care Home Site Plan, Revision D dated 17-01-23, received on 19<sup>th</sup> January 2023;
  - c) Drawing Number NR31 7RA-A-05, entitled Elevations (submitted as the proposed elevations), dated 24-04-22;
  - d) Drawing Number NR31 7RA-A-04, entitled Proposed Floor Plans, dated 10-03-22;
  - e) Drawing Number PWP 702 001 Revision 00, entitled Outline Masterplan (submitted as the Planting Schedule), dated 16/09/22, received on 20<sup>th</sup> February 2023;
  - f) Drawing Number R-06B, entitled Kitchen (submitted as the detailed kitchen layout), Revision B dated 01.02.22;
  - g) Drawing Version 01, Product Code CA1-450S4-1A, entitled Pole Start Products Limited (submitted as the Extractor Fan K450 Systemair details) (undated), received on 19<sup>th</sup> January 2023;
  - h) Planning Statement (unreferenced), by LNT Care Developments, dated July 2022;
  - i) Design and Access Statement (unreferenced), by LNT Care Developments, dated July 2022;
  - j) Document Reference 2666, entitled Preliminary Ecological Appraisal, by Greenlight Environmental Consultancy, dated 7 March 2022;
  - k) Document Reference 2706 Version 1.2, entitled Bat Activity Survey Report, by Greenlight Environmental Consultancy, dated 28 September 2022, received on 25<sup>th</sup> October 2022;

- l) Document Reference 3042 Version 1.0, entitled Biodiversity Enhancement Plan, by Greenlight Environmental Consultancy, dated 30 January 2023, received on 31<sup>st</sup> January 2023;
- m) Sustainability Appraisal (unreferenced), by LNT Care Developments, dated July 2022;
- n) Utilities Statement (unreferenced), by LNT Care Developments, dated September 2022;
- o) Water Efficiency Statement (unreferenced), by LNT Care Developments, dated September 2022;
- p) Document Reference EVQROCD-V02-R2 Quantum EV Open Charge - Data Sheet, entitled Quantum: EV Product Specification, by ROLEC EV Charging (undated);
- q) Report No. DYN240122A Rev. 1, entitled Noise Impact Assessment, by Dynamic Response (Noise And Vibration Consultants) Ltd, dated July 2022
- r) Battery Plant Container Specification (unreferenced), by LNT Construction (undated), received on 19<sup>th</sup> January 2023;
- s) Report Number 14712\_R01\_MB\_CW, entitled Arboricultural Impact Assessment, by Tyler Grange, dated 29<sup>th</sup> March 2022, received on 18<sup>th</sup> January 2023;
- t) Document Reference CNF50117 Version 1.2, entitled Written Scheme of Investigation for a post-consent programme of archaeological mitigatory work starting with trial trenching at 'Land adjacent to the Captain Manby PH, Guinevere Road, Gorleston-on-Sea, Norfolk', by Chris Birks Archaeology, dated 16 January 2023, received on 18<sup>th</sup> January 2023;
- u) Transport Statement and Travel Plan (unreferenced), by LNT Care Developments, dated July 2022;
- v) Flood Risk Statement (unreferenced), by LNT Care Developments, dated November 2022, received on 9<sup>th</sup> November 2022;
- w) Report Reference 7177/1, entitled Geoenvironmental Appraisal, by Calabrian, dated March 2022;
- x) Document Reference 220722\_STORM CALCULATIO..., entitled Drainage Strategy, by BSP Consulting Ltd, dated 30/03/2023;
- y) Assessment of Water Quality and the appropriate Water Treatment (unreferenced and undated), received on 20<sup>th</sup> February 2023;

The reason for the condition is:-

For the avoidance of doubt.

- 3) The premises shall be used as a care/nursing home as defined under Use Class C2, and the National Planning Practice Guidance for housing for older and

disabled people, and for no other purpose (including any other purposes in Use Class C of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

The reason for the condition is:-

For the avoidance of doubt and because other uses within Use Class C could have an unacceptable impact on highway safety and amenity of neighbouring occupiers in accordance with Policy A1 of the adopted Great Yarmouth Local Plan Part 2 (2021).

- 4) The development hereby permitted shall not at any time be available to occupants to reside in where that person is under the age of 65 years of age.

The reason for the condition is:-

The development has been proposed on the basis that care will be provided to those of a minimum age of 65 years old, and has provided mitigation to address the impacts from that age band only; were the development to be opened to younger persons the impacts may differ from those considered and other mitigations may be required which are not proposed in the application as presented.

- 5) The building envelope shall be constructed to provide sound attenuation against external noise and ensure internal sound levels no greater than:
- c) 35dB LAeq(16 hour) for all lounge, library and communal meeting places with the exception of offices, corridors and maintenance areas;
  - d) 30dB LAeq(8 hour)/45dB LAmaz(fast) for all bedrooms.

The reason for the condition is:-

To ensure adequate living conditions for future occupiers and to World Health Organisation guidance levels in accordance with Policy A1 of the adopted Great Yarmouth Local Plan Part 2 (2021).

- 6) Prior to the commencement of development, a Construction Management Plan, which shall include matters such as hours of working, points of access and methods of construction, shall be submitted to and approved in writing by the Local Planning Authority. The Construction hours to be used shall be limited to 0730 – 1830 Monday – Friday, 0830 – 1330 Saturdays, and no work on Sundays or Public / Bank Holidays.

The development shall be undertaken in accordance with the approved details.

The reason for the condition is: -

In the interests of appropriate development and protecting the amenities of the area in accordance with Policy A1 of the adopted Great Yarmouth Local Plan Part 2 (2021). This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.

- 7) Prior to the commencement of development, a Construction Exclusion Zone and barrier shall be erected in the locations proposed in the submitted Arboricultural Implications Assessment. This shall be in accordance with BS 5837 (2012) – Trees in Relation to Design, Demolition and Construction. The location of the exclusion barrier zone is attached to this permission.

The reason for the condition is:-

To avoid any damage being caused to the woodland during the construction process in accordance with Policy E4 of the adopted Great Yarmouth Local Plan Part 2 (2021).

- 8) No development shall take place until an Archaeological Written Scheme of Investigation (WSI) has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an assessment of significance and research questions; and:
- a) The programme and methodology of site investigation and recording;
  - b) The programme for post investigation assessment;
  - c) Provision to be made for analysis of the site investigation and recording,
  - d) Provision to be made for publication and dissemination of the analysis and records of the site investigation,
  - e) Provision to be made for archive deposition of the analysis and records of the site investigation and
  - f) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

The reason for the condition is:-

For the protection of archaeological interests in accordance with Policy CS10 of the adopted Great Yarmouth Core Strategy (2015) and paragraph 205 of the National Planning Policy Framework (2021).

- 9) No development shall take place until the surface water drainage scheme has been provided and made available for use in accordance with the details agreed [by the Lead Local Flood Authority on 04 July 2023].

The reason for the condition is:-

To ensure the development does not contribute to surface water flooding in accordance with Policy CS13 of the adopted Great Yarmouth Core Strategy (2015) and Policy E1 of the adopted Local Plan Part 2 (2021).

- 10) No development hereby permitted shall take place other than in accordance with the written scheme of investigation approved under Condition 8 of this permission and any addenda to that WSI covering subsequent phases of mitigation.

The reason for the condition is:-

For the protection of archaeological interests in accordance with Policy CS10 of the adopted Great Yarmouth Core Strategy (2015) and paragraph 205 of the National Planning Policy Framework (2021).

- 11) The development shall not be occupied or put into first use until the site investigation and post investigation assessment has been completed in



accordance with the programme set out in the Archaeological Written Scheme of Investigation approved under Condition 8 of this permission and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured. A brief for the archaeological work can be obtained from Norfolk County Council Environment Service Historic Environment Strategy and Advice Team.

The reason for the condition is:-

For the protection of archaeological interests in accordance with Policy CS10 of the adopted Great Yarmouth Core Strategy (2015) and paragraph 205 of the National Planning Policy Framework (2021).

- 12) The development shall not be constructed beyond foundation / slab / damp proof course level until a detailed scheme for providing landscaping and biodiversity enhancements has first submitted to and approved in writing by the Local Planning Authority. The details shall include a planting plan, specification, schedules, maintenance regime and proposed ecological enhancement features including bird and bat boxes. The development shall thereafter be undertaken in strict accordance with the approved details which shall be provided prior to the first occupation of the development hereby permitted.

The reason for the condition is:-

For the enhancement of biodiversity and ecological assets, and in the interests of securing good design and appropriate standards of residential amenity, in accordance with Policy CS09 of the adopted Great Yarmouth Core Strategy (2015) and Policies A1 and E4 of the adopted Local Plan Part 2 (2021).

- 13) Prior to the installation of the kitchen, full details of the odour management/filtration system of the equipment shall be submitted to and approved in writing by the Local Planning Authority.

The scheme as approved shall be undertaken and retained in full accordance with the approved details and retained for so long as the uses continues.

The reason for the condition is:-

To control the odour emitted from the site in the interests of residential amenity in accordance with Policy A1 of the adopted Great Yarmouth Local Plan Part 2 (2021).

- 14) Prior to the first use of the development hereby permitted, the kitchen extractor system shall be installed and shall thereafter be retained in accordance with the submitted details and approved under Condition 2.

The reason for the condition is:-

To control the noise emitted from the site in the interests of the amenities of the surrounding area in accordance with Policy A1 of the adopted Great Yarmouth Local Plan Part 2 (2021).

- 15) Prior to the first occupation/use of the development hereby permitted, the proposed access, on-site car and cycle parking, and turning/waiting area shall be

laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

The reason for the condition is:-

To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with Policy I1 of the adopted Great Yarmouth Local Plan Part 2 (2021) and the principles of the National Planning Policy Framework (2021).

- 16) Prior to the first occupation/use of the development hereby permitted,
- (a) a Travel Information Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Travel Information Plan shall:
- make provision for travel information to be publicised to staff and visitors to the site; and
  - specify the different methods to be used for publicity and the frequency of review;
  - incentives to promote sustainable travel choice for staff.
- (b) the travel information shall be made available in accordance with the Plan as approved and, once made available, shall be retained thereafter in accordance with the agreed review details. This information shall include details of the public transport routes and services available within 800 metres walking distance of the site, cycle parking provision and facilities for cyclists on site and any other measures which would support and encourage access to the site by means other than the private car.

The reason for the condition is:-

To ensure that the development supports sustainable modes of transport and to reduce the impact of travel and transport on the environment in accordance with Policies CS1 and CS2 of the adopted Great Yarmouth Core Strategy (2015) and the principles of the National Planning Policy Framework (2021).

- 17) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever, is the sooner.

The reason for the condition is:-

For the protection of the amenities of the area and in the interests of good design in accordance with Policies A1 and A2 of the adopted Great Yarmouth Local Plan Part 2 (2021).

- 18) No tree, shrub or hedgerow which is indicated on the approved plan to be retained shall be topped, lopped, uprooted, felled or in any other way destroyed, within ten years of the date of the first occupation of the building for its permitted use, other than in accordance with the approved plans and details.

A retained tree, shrub, or hedgerow, means an existing tree, shrub or hedgerow which is to be retained in accordance with the approved plans and particulars.

The reason for the condition is:-

To protect and enhance the visual amenities of the area and on-site biodiversity, in accordance with the requirements of Policy CS11 of the adopted Great Yarmouth Core Strategy (2015) and Policy E4 of the adopted Great Yarmouth Local Plan Part 2 (2021).

- 19) Any tree, shrub or hedgerow forming part of the landscape scheme which dies, is removed or become seriously damaged or diseased, within a period of ten years from the date of planting, shall be replaced during the next planting season following removal with another of a similar size and species as that originally planted, and in the same place.

The reason for the condition is:-

To protect and enhance the visual amenities of the area and on-site biodiversity, in accordance with the requirements of Policy CS11 of the adopted Great Yarmouth Core Strategy (2015) and Policy E4 of the adopted Great Yarmouth Local Plan Part 2 (2021).

- 20) A "Statement of Good Practice" shall be signed upon completion by the competent ecologist, and be submitted to the Local Planning Authority, confirming that the specified enhancement measures contained within the hereby approved Biodiversity Enhancement Plan have been implemented in accordance with good practice.

The reason for the condition is:-

In order to safeguard the ecological interests of the site in accordance with Policy CS11 of the adopted Great Yarmouth Core Strategy (2015) and the principles of the National Planning Policy Framework (2021).

- 21) If, during development, contamination is found to be present, then no further development shall be carried out in pursuance of this permission until a scheme has been submitted to and approved in writing by the Local Planning Authority detailing how the contamination shall be dealt with in accordance with the remediation scheme as set out above. Only when evidence is provided to confirm the contamination no longer presents an unacceptable risk, can development continue.

The reason for the condition is:-

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy E6 of the adopted Great Yarmouth Local Plan Part 2 (2021) and Section 179 of the National Planning Policy Framework (2021).

- 22) No external lighting shall be erected unless full details of its design, location, orientation and level of illuminance have first been submitted to and agreed in writing with the Local Planning Authority. Such lighting shall be kept to the minimum necessary for the purposes of security and site safety and shall prevent

upward and outward light radiation. The lighting shall thereafter be implemented in accordance with the approved details and shall be retained as such thereafter.

The reason for the condition is:-

In order to safeguard the ecological interests of the site to improve the Borough's natural environment and avoid any harmful impacts of development on its geodiversity, landscape assets, priority habitats and species in accordance with Policy CS11 of the adopted Great Yarmouth Core Strategy (2015) and the principles of the National Planning Policy Framework (2021).

And any other conditions considered appropriate by the Development Manager.

**Informative Notes:**

- a) This permission is subject of a Unilateral Undertaking [dated accordingly].
- b) The applicant is advised that businesses require a Trade Waste contract to dispose of all waste associated with commercial activities as stated in the Environmental Protection Act 1990, Section 34.
- c) The applicant is strongly recommended to advise neighbouring businesses and residential occupiers of the proposals, including any periods of potentially significant disturbance e.g. demolition or piling, together with contact details in the event of problems.
- d) Due to the close proximity of other residential dwellings and businesses, the hours of any construction or refurbishment works should be restricted to:  
  
0730 hours to 1830 hours Monday to Friday  
0830 hours to 1330 hours Saturdays  
No work on Sundays or Bank Holidays
- e) The site will potentially generate a significant amount of dust during the construction process; therefore, the following measures should be employed:
  - An adequate supply of water shall be available for suppressing dust;
  - Mechanical cutting equipment with integral dust suppression should be used;
  - There shall be no burning of any materials on site, or burial of asbestos, which should instead be removed by an EA licenced waste carrier, and the waste transfer notes retained as evidence.
- f) The responsibility for the safe development and secure occupancy of the site rests with the developer. The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land is free from contamination, or that the land could not be declared Contaminated Land in future.
- g) The applicant should ensure that adequate and suitable provision is made for the surface water drainage of the proposed development. Under no circumstances should the surface water be connected into the foul drainage system without the permission of Anglian Water. It should be noted that it is the applicant's/developer's

responsibility to ensure adequate drainage of the site so as not to adversely affect surrounding land, property or the highway.

- h) If the developer wishes to connect to Anglian Water's sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. They will then advise of the most suitable point of connection. Contact Development Services Team 0345 606 6087.
- i) Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.
- j) Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.
- k) The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact their Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.
- l) The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.
- m) Attention is brought to Essex and Suffolk Water's advice. They recommend that care is taken to ensure that their assets are unaffected by the proposed works, with specific mention of the 180mm PE main where the kerb is being lowered. The attached plan indicates the approximate location of their assets in this area. Please be aware that liability for any damages throughout the duration of the works falls onto the party carrying out these works and their chosen contractor.
- n) Advice on Highway Authority matters can be obtained from Norfolk County Council's Highway Development Management Group, tel: 0344 800 8020 or email: [developer.services@norfolk.gov.uk](mailto:developer.services@norfolk.gov.uk)
- o) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149.)
- p) The Bat Conservation Trust and The Institution of Lighting Professionals (ILP) have produced new guidance on bats and lighting: <https://www.theilp.org.uk/documents/guidance-note-8-bats-and-artificial-lighting/>

- q) Attention is brought to the advice provided by Norfolk Fire Service and their outline of the Building Regulations requirements the development should address in respect of fire safety.
- r) STATEMENT OF POSITIVE ENGAGEMENT: In dealing with this application Great Yarmouth Borough Council has actively sought to work with the applicant in a positive and proactive manner.

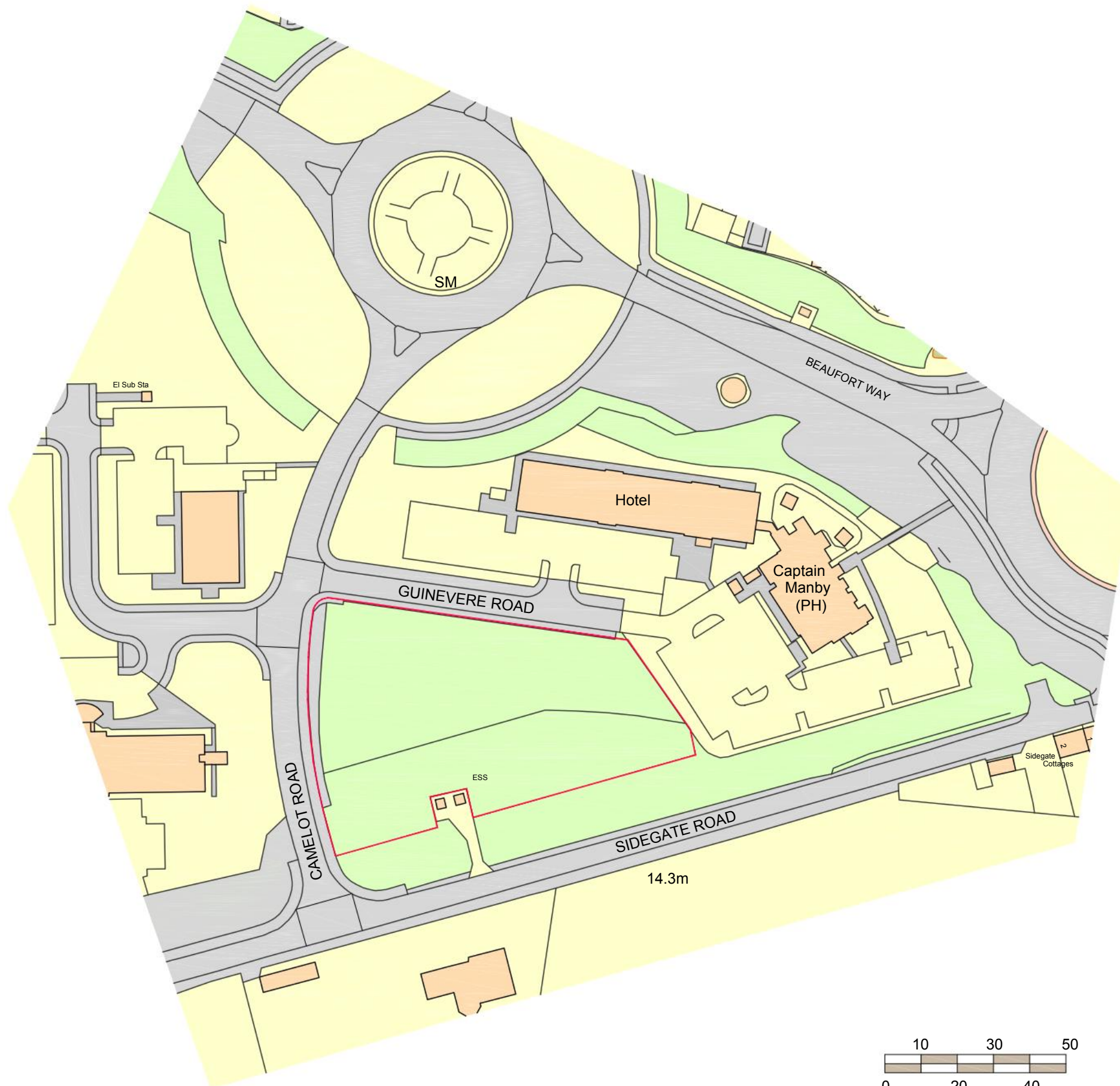
It is hereby acknowledged that the application has been accompanied by a Unilateral Undertaking to provide the necessary GIRAMS Habitat Impacts Mitigation, Public Open Space and Integrated Care Services' financial contributions the appropriate and necessary financial contributions prior to the commencement of development.

And any other informatives considered appropriate by the Development Manager.

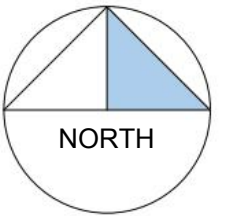
**Appendices:**

1. Site Location Plan





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REV	DATE	DETAILS OF AMENDMENTS	DRAWN
REVISIONS			
LNT Construction			
LNT CONSTRUCTION LTD UNIT 2, HELIOS 47 ISABELLA ROAD GARFORTH LS25 2DY Tel: 0113 3853858 Fax: 0113 3853859			
CLIENT			
SITE GUINEVERE ROAD GREAT YARMOUTH			
TITLE PROPOSED CARE HOME LOCATION PLAN			
SCALE	1:1250@A3	DATE	25-04-22
DRAWN	GB	DWG NO.	NR31 7RA-A-01
DRAWING STATUS			
FEASIBILITY		PLANNING SUBMISSION	
PLANNING APPROVAL		REGULATION SUBMISSION	
REGULATION APPROVAL		CONSTRUCTION ISSUE	
CHECKED BY		DATE	
APPROVED BY		DATE	



## **Schedule of Planning Applications**

**Committee Date: 12 July 2023**

Application Numbers: **06/22/0718/F** - [Click here to see application webpage \(06/22/0718/F\)](#)

and

**06/22/0717/LB** - [Click here to see application](#) webpage [06/22/0717/LB](#)

Site Location: St Georges Hall, 145 King Street, Great Yarmouth, NR30 2PQ

Site Location Plan: See Appendix 1

Proposal: **Application 06/22/0718/F** (application for full planning permission):

Demolition of external rear toilet block and erection of rear extension with pitched roof. Alterations to façade and changes to doors and windows with internal alterations; Change of use of store to mixed use combined with artist studios in basement with use of the rest of the building as a community space / gallery

**Application 06/22/0717/LB** (application for listed building consent):

Demolition of external rear toilet block and erection of single storey rear extension with pitched roof. Extension of external roof – North west elevation; Alterations to façade and changes to doors and windows with internal alterations

Applicant: Great Yarmouth Preservation Trust (GYPT)

Case Officer: Mr R Tate

Parish & Ward: Nelson Ward

Date Valid: 11-08-22

Expiry / EOT date: 17-07-23

Committee referral: This is a connected application submitted by the GYPT.

Procedural note 1: This application was reported to the Monitoring Officer as an application submitted by an organisation connected to the Borough Council, for determination by the Borough Council as Local Planning Authority. The application was referred to the Monitoring Officer for their observations on 04/07/23, and the Monitoring Officer has checked the file and is satisfied that it has been processed normally and that no other members of staff or Councillors have taken part in the Council's processing of the application other than staff employed within the LPA as part of the determination of this application.

## **RECOMMENDATIONS:**

**06/22/0718/F - Approve and grant planning permission subject to conditions**

**06/22/0717/LB – Approve and grant listed building consent subject to conditions**

## **REPORT**

### **1. The Site**

- 1.1 The subject property, No. 145 King Street is a grand and eccentric property located on the corner of King Street and Yarmouth Way. The building is characterised by its eclectic mix of forms and its distinctive frontage of columns, pediments and pilasters and the imposing frieze all facing King Street set in front of a red brick outer covering in contrast to the majority of the rest of the building being in gault brick.
- 1.2 The church rooms appear to have been purpose built on the site of a pre-existing row house of which some parts may have been incorporated in the new work. It stands just across King Street from St George's Theatre. The building appears to date from 1891 and was partially rebuilt in the 1950s when the north side was re-faced following demolition of former row houses to the north and the creation of the Yarmouth Way road linking King Street to South Quay.
- 1.3 The building is Grade II Listed. The listing description is pasted below:
- Formerly known as: No.145 St George's Church Rooms KING STREET. Church rooms to Church of St George (qv), now a furniture showroom and warehouse. 1891. By Charles Baker. Partly rebuilt 1953. Red brick with York stone and terracotta dressings. Concrete tile roof. EXTERIOR: 2 storeys and basement. Facade faces east; 3-window range. Basement windows with pediments. Ground floor with an entablature supported on unfluted Composite Order columns arranged in 2 pairs in the centre and single columns at the ends. Behind are wall pilasters. Round-arched central door with vermiculated spandrels and one round-arched window right and left within pedimented surrounds. The entablature has a central pediment. First floor with 3 casement windows under pediments separated by 4 Tuscan Order columns which rise to a terracotta frieze. The frieze has swags of fruit and flowers. Full-width pediment above set with terracotta fleuron and rosette tiles and, in the centre, an equestrian tile. INTERIOR: basement disposition of 3 classrooms and offices still discernible. 2-bay entrance narthex with a stick-baluster staircase at north-east corner. Upper floor has been divided into 2 floors. Gallery at east end with cast-iron balcony railings and a pair of cast-iron columns with Corinthian capitals. West end of main room with large archway. Roof structure of arched braces rising to king posts. SUBSIDIARY FEATURES: to east, cast-iron, with ball finials to the standards, ornate finials to the shafts and scrolls over the bottom rails. North return rebuilt 1953.
- 1.4 The building currently comprises three storeys, incorporating the sites sloping character from being taller in the east, and stepping down to be lower in the west. The building was originally a meeting hall and public space but last used for:
- Lower ground floor / basement: storage.
  - Upper ground floor / raised street level: open assembly hall and staging;
  - First floor over King Street: exhibition / public assembly / meeting space.
- 1.5 The building is within the No.4 King Street Conservation Area and opposite the Grade I listed St George's Theatre to the east; a number of Grade II listed buildings are also nearby on King Street.

## **2. The Proposal**

- 2.1 There are two applications which seek Listed Building Consent and Planning Permission for:

- Demolition of external rear toilet block and erection of single storey rear extension with pitched roof.
- Extension of external roof - North west elevation;
- Alterations to facade and changes to doors and windows with internal alterations; and,
- Change of use of store to mixed use combined with art studios in basement.

2.2 No structural changes are planned within the main hall of the building. The changes relate to the later addition to the rear of the building that was erected in the 1950s originally as lavatories. This section of the building is in poor condition with damaged brickwork, and boarded-up windows and doors, and a flat roof. It is proposed to demolish this rear extension and replace with a new extension providing improved quality facilities including an accessible bathroom, on the same footprint but with a pitched roof. Adjoining this it is proposed to replace an existing first floor flat roof with shallow pitched roof.

2.3 The plans for the extension have been revised following concerns that the Conservation Section raised about the original proposed proportions and appearance of the proposed extension. Now, the proposal seeks an extension to the west elevation, clad with Cor-Ten corrugated sheeting to both the walls and the roof. The same sheeting will be used for the roof to the new extension along with the new roof to part of the existing extension. Brickwork from the demolished 1950s toilet block extension will be used to infill windows and doors on the northern elevation.

2.4 The proposed internal and external works seek to enable the re-use of the building to beneficial community activities. In land use terms, the whole building will become a mixed use (sui generis use) and the basement/lower ground level ceases being used for storage and becomes used as part of the whole site's use for mixed-use purposes as a public exhibition, galleries, meeting and events space including art studios. Internally the basement could lend itself to providing space for artist studios, and will provide lavatories, a disabled access and w/c, a wheelchair accessible lift and a plant room. Within the main part of the building, the width of door openings are proposed to be increased and replacement doors introduced.

### **3. Site Constraints**

- Grade II Listed building
- No.4 King Street Conservation Area
- Within the Development Limits Defined by GSP1
- Within the Town Centre Boundary defined by R1

### **4. Relevant Planning History**

4.1 There is no relevant planning history.

## 5. Consultations

### 5.1. Statutory Consultees

<b>Consultee: Local Highways Authority (Norfolk County Council)</b>	<b>Response: No objection</b>
Comments: n/a	
<b>Officer comment / response:</b>	n/a
Any relevant Condition / Informative note?	Not required.

### 5.2. Internal Consultees

<b>Consultee: Conservation Section</b>	<b>Response: General Comments</b>
<p>Comments:</p> <p>The revised drawings address previously expressed concerns regarding the proposed plans and elevations.</p> <p>Some concerns still remain regarding the brickwork to the North and West elevations of the ground floor – the proposal suggests preserving the existing external walls of the single storey extension and infilling the existing openings with bricks from demolitions. Considering the prominence of the elevations, the quality of the existing bricks and the lack of consistency in size and rhythm of the existing fenestration to the North elevation of the single storey extension, it is recommended to consider a different approach – this could include rebuilding in good quality brick and mortar, applying the same finishing material used in the rest of the contemporary extension for consistency, or else. This could be specified in the conditions and reviewed at a further stage.</p>	
<b>Officer comment / response:</b>	<p>The comments from Conservation regarding the quality of the brickwork of the 1950s extension are noted, although utilising bricks from the demolished toilet block should ensure that the bricks used to block the windows should match.</p> <p>Whilst a rebuild of the extension in high quality brickwork to match the existing / original materials would be a preferred solution to ensure this part of the building relates better to the original building, Committee Members should be aware that only what is being applied for can be assessed. In this instance, what is being proposed is not considered unacceptable – as will be assessed further in the Historic Impact section of this report.</p>
Any relevant Condition / Informative note?	The Conservation Section recommended conditions relating to details of materials, services and to ensure that any damaged fabric is repaired in a like-for-like manner. These can be used.

## 6. Publicity & Representations received

Consultations undertaken: Site notices and Press advert

Reasons for consultation: Affecting the Listed Building and Conservation Area

### 6.1. Ward Members – Cllr(s) T Wright, M Jeal and K Robinson-Payne

Representation	Officer Comment	Relevant Condition/Informative
No comments received	N/a	n/a

### 6.2. Public Representations

At the time of writing no public comments have been received.

## 7. Relevant Planning Policies

### The Great Yarmouth Core Strategy (adopted 2015)

- Policy CS7 – Strengthening our centres
- Policy CS9: Encouraging well-designed, distinctive places.
- Policy CS10: Safeguarding local heritage assets.

### The Great Yarmouth Local Plan Part 2 (adopted 2021)

- Policy A1: Amenity.
- Policy E5: Historic environment and heritage.

## 8. Other Material Planning Considerations

### National Planning Policy Framework (July 2021)

- Section 4: Decision Making
- Section 12: Achieving well-designed places
- Section 16: Conserving and enhancing the historic environment

## 9. Planning Analysis

- 9.1. Legislation dictates how all planning applications must be determined. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

- 9.2. Section 70(2) of the Town and Country Planning Act 1990 (as amended) states: *In dealing with an application for planning permission the authority shall have regard to–*
- (a) the provisions of the development plan, so far as material to the application,*
  - (aza) a post-examination draft neighbourhood development plan, so far as material to the application,*
  - (b) any local finance considerations, so far as material to the application, and*
  - (c) any other material considerations.*

This is reiterated at paragraphs 2 and 47 of the National Planning Policy Framework.

## **Assessment**

**Demolition of external rear toilet block and erection of single storey rear extension with pitched roof. Extension of external roof - North west elevation; Alterations to facade and changes to doors and windows with internal alterations; and,**

**Change of use of store to mixed use combined with artist studios in basement with use of the rest of the building as a community space / gallery.**

### **Main Issues**

The main planning issues for consideration include:

- Principle of development
- Design
- Impact on Historic Environment
- Amenity

## **10. Principle of Development**

- 10.1 The site is located within the development limits for Great Yarmouth and within the area identified the Town Centre. Great Yarmouth has the largest town centre in the borough and functions well as the main retail, commercial, cultural, educational and leisure destination for the borough. The centre has a critical mass of retailing and a sufficient catchment area to sustain significant new additions to its retail offer. Safeguarding uses conducive to this function is therefore necessary.
- 10.2 The building is vacant, previously being used as rooms ancillary to St George's Church. Church halls were primarily for mission and the activities such as Sunday school for children, Charity work, Bible study, Soup Kitchens etc. And at St George's there was a successful Beach mission that was still going strong in the 1950s. The building is a witness of this important social movement which was waning in the 1960s and finally closed in 1971.
- 10.3 The proposal would not therefore see the loss of retail or other commercial space. The use of the basement as art studios to complement the gallery above would however be analogous to a Town Centre use. Core Strategy Policy CS07 supports a wide array of uses in the town centre to improve the vitality and vibrancy of the town, including arts and cultural uses.

- 10.4 Therefore of the change of use is considered to comply with Core Strategy Policy CS07 and the principle of development is considered to be acceptable.

## **11. Design**

- 11.1 The general approach to design is set out in Core Policy CS09 A. Here, it is expected that new development responds to, and draws inspiration from the surrounding area's distinctive natural, built and historic characteristics, such as scale, form, massing and materials, to ensure that the full potential of the development site is realised; making efficient use of land and reinforcing the local identity. This is an approach which is consistent with NPPF 130 paragraph which states:

*Planning policies and decisions should ensure that developments:*

*a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*

*b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

*c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

- 11.2 The portion of the building that this application proposes to replace was built in 1953 following demolition clearance works which created Yarmouth Way. The works saw interventions to the northern elevation – which had previously been attached to a building to the north – and the flat roof rear extension.
- 11.3 The existing flat roof rear extension is typical of post-war development and has very little reference to the original part of the building. As the brickwork matches the rest of the northern elevation it is mainly the form of the flat roofs that causes the disconnect and the applications do address this.
- 11.4 The application seeks the removal of part of this rear, flat roof projection, which according to documents supporting the application suffers from water ingress. The remaining section, abutting Yarmouth Way, would see the parapet removed and a new roof installed which has the appearance of a mansard style when viewed from the road/north. The roof would be clad in Cor-Ten corrugated sheeting. The existing windows and door openings which are boarded up would be infilled with brickwork from the demolished part of the building.
- 11.5 The demolished part of the building is proposed to be rebuilt, this would too be clad in Cor-Ten corrugated sheeting with this southern half of the extension to the building having a flat roof which should be screened from the Yarmouth Way by the northern half's steep pitch. A sliding gate, also clad in Cor-Ten corrugated sheeting, would be installed providing access to the basement.
- 11.6 The proposed shape of the roof form over the existing portion of the building does reference the central part of the building. This helps to mitigate the negative impact



that the currently flat roof with parapet has. The cladding creates a contrast between the more contemporary material proposed and the brick work and slates on the original portion of the building. This juxtaposition though can be viewed in a positive light and would ensure that the extension does not appear as a poor facsimile of the original building, and is a successful technique used in many interventions and extensions to historic buildings.

- 11.7 The precise details of the external materials (such as colour) should be agreed through planning conditions to ensure that this contrast is not jarring and is instead complementary to the overall appearance of the building.
- 11.8 Subject to such a condition being imposed, the proposal would comply with the design aims of CS09.

## **12. Impact on Historic Environment**

- 12.1 The subject property is a Grade II Listed Building and within the setting of a number of other listed buildings, including the Grade I St Georges Theatre. Section 66(1) of the Listed Buildings Act 1990 requires that in considering whether to grant planning permission for development which affects a listed building or its setting, the Council is required to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.
- 12.2 The site is also located within the no.4 King Street Conservation Area. Section 72(1) of the Listed Buildings Act 1990 states that in the exercise of various functions under the Planning Acts in relation to land in conservation areas (including determination of planning applications) the Council is required to pay special attention to the desirability of preserving or enhancing the character and appearance of the Conservation Area.
- 12.3 Being that the applications affect designated heritage assets, the scheme should comply with Core Strategy Policy CS10 which in part requires that proposals should conserve and enhance the significance of the borough's heritage assets and their settings, such as Conservation Areas, Listed Buildings, Scheduled Ancient Monuments, archaeological sites, historic landscapes including historic parks and gardens, and other assets of local historic value. This approach is expanded upon by LPP2 policy E5 which requires development to "seek to conserve and enhance the significance of heritage assets, including any contribution made by their setting, by positively contributing to the character and local distinctiveness of the area."
- 12.4 The Conservation Officer did raise an objection to the plans as initially submitted, raising concern about the proposed windows and suggesting a unified appearance and rhythm would be more appropriate. Following receipt of revised plans and re-consultation, the Conservation Officer confirmed that "*The revised drawings address previously expressed concerns regarding the proposed plans and elevations.*"
- 12.5 The Conservation Section did raise some concern about the proposed treatment of the northern elevation facing Yarmouth Way, due to the already existing lack of consistency in size and rhythm of the existing fenestration to the North elevation of the single storey extension. This is already existing and the LPA cannot require the applicant to remove this, the question is whether the interventions proposed are acceptable.

- 12.6 In this instance, what is being proposed is considered to be suitable. The reuse of bricks from the demolished part of the extension should ensure that the blocked-up windows match the existing brickwork. It would also provide a reference to the former use and history of the building.

- 12.7 Paragraph 196 of the NPPF states:

*“Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.”*

Regardless of the deteriorated state of the exterior of the building, the proposal is considered to represent an improvement in terms of the character and appearance of the Listed Building when compared to the form of the existing rear projection.

- 12.8 The proposal is therefore not considered to generate harm to the Listed Building, not to the setting of neighbouring Listed Buildings or to the character and appearance of the Conservation Area. As such, the proposal complies with policies CS10 and E5.

### **13. Amenity**

- 13.1 Adopted policy A1 expands on policy CS09 F to ensure that no significantly harmful amenity issues occur, including overlooking and loss of privacy; loss of light and overshadowing and flickering shadow; building and structures which are overbearing; nuisance, disturbance and loss of tranquillity from waste and clutter, intrusive lighting, visual movement, noise, poor air quality (including odours and dust); and vibration.
- 13.2 Given the proposed use, distance to neighbouring properties and height of the proposed roof, none of these are expected to occur and the proposal is considered to comply with policies CS09 F and A1.

### **Local Finance Considerations**

- 24.1 Under Section 70(2) of the Town and Country Planning Act 1990 the Council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant such as new homes bonus, or the Community Infrastructure Levy (which is not applicable to the Borough of Great Yarmouth). Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority, for example. There do not appear to be any planning-related local finance considerations linked to this development.

### **14. The Planning Balance**

- 14.1 The proposed use, supporting the arts, is considered to represent a use which falls within a use suitable for a town centre location and is supported in principle by Core Strategy Policy CS07.
- 14.2 The proposals see the removal of part of a poorly integrated later addition to the Listed Building. The proposed extension and roof propose an extension with a more contemporary appearance which should complement the overall appearance of the designated heritage asset and character and appearance of the Conservation Area.
- 14.3 Precise details of the external materials have not been provided as part of this application. It is considered necessary to condition these to ensure that the proposed external finish complements the character of the original building.

## **15. Conclusion and Recommendation**

- 15.1 Having considered the details provided, the application is considered to comply with policies CS07, CS09 and CS10 from the adopted Core Strategy, and policies A1 and E5 from the adopted Local Plan Part 2. It is not considered that there are no other material considerations to suggest the application should not be recommended for approval.

### **RECOMMENDATION 1:**

It is recommended that application 06/22/0718/F should be APPROVED subject to the following Conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.

The reason for the condition is :-

The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development shall be carried out in accordance with the following plans received by the Local Planning Authority on the 2nd September 2022:

- Site plan (unreferenced)

and the development shall be carried out in accordance with the following revised plans received by the Local Planning Authority on the 25th April 2023:

- Lower Ground Floor Plans:	254-SK-03-B
- Upper Ground Floor Plans:	254-SK-04-B
- Northern Elevation:	254-SK-11-B

- Southern Elevation: 254-SK-12-A
- Western Elevation: 254-SK-15-B

The reason for the condition is:-

For the avoidance of doubt.

- 3 No works shall commence until such time that full details of all new proposed windows, doors, cladding and brick work has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

The reason for the condition is:-

To ensure that regard is paid to protecting the character and appearance of the Listed Building and the Conservation Area in accordance with the requirements of Core Policy CS10 and Local Plan Part 2 policy E5.

- 4 No works shall commence until such time that the position, type and method of installation of all new and relocated services and related fixtures (including rainwater goods, communications and information technology servicing), has been specified and agreed in writing with the Local Planning Authority wherever these installations are to be visible, or where ducts or other methods of concealment are proposed. The development shall be carried out in accordance with the approved details.

The reason for the condition is:-

To ensure that regard is paid to protecting the special architectural and historic interest of the building in accordance with the requirements of Core Policy CS10 and Local Plan Part 2 policy E5.

- 5 All original external and internal historic features, part of the special character of the heritage asset (including buttresses, brickwork, joinery of historic importance, etc) should be preserved and protected from any damage throughout the works. Any damaged fabric should be repaired in a like for like manner with relevant matching materials and techniques.

The reason for the condition is:-

To ensure that regard is paid to protecting the special architectural and historic interest and integrity of the building under Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 6 During the works, if hidden historic features or archaeology are revealed they should be retained in-situ. Works shall be halted in the relevant area of the building and the Local Planning Authority should be notified immediately.

The reason for the condition is:-

To ensure that historic features are recorded and preserved as part of the special character of the Listed Building.

and any other conditions and informative notes considered appropriate by the Development Manager.

## RECOMMENDATION 2:

It is recommended that listed building consent application 06/22/0717/LB should be APPROVED subject to the following Conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.

The reason for the condition is:-

Required to be imposed pursuant to Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development shall be carried out in accordance with the following plans received by the Local Planning Authority on the 2nd September 2022:

- Site plan (unreferenced)

and the development shall be carried out in accordance with the following revised plans received by the Local Planning Authority on the 25th April 2023:

- Lower Ground Floor Plans:	254-SK-03-B
- Upper Ground Floor Plans:	254-SK-04-B
- Northern Elevation:	254-SK-11-B
- Southern Elevation:	254-SK-12-A
- Western Elevation:	254-SK-15-B

The reason for the condition is:-

For the avoidance of doubt.

- 3 No works shall commence until such time that full details of all new proposed windows, doors, cladding and brick work has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

The reason for the condition is:-

To ensure that regard is paid to protecting the character and appearance of the Listed Building and the Conservation Area in accordance with the requirements of Core Policy CS10 and Local Plan Part 2 policy E5.

- 4 No works shall commence until such time that the position, type and method of installation of all new and relocated services and related fixtures (including rainwater goods, communications and information technology servicing), has been specified and agreed in writing with the Local Planning Authority wherever these installations are to be visible, or where ducts or other methods of concealment are proposed. The development shall be carried out in accordance with the approved details.

The reason for the condition is:-

To ensure that regard is paid to protecting the special architectural and historic interest of the building in accordance with the requirements of Core Policy CS10 and Local Plan Part 2 policy E5.

- 5 All original external and internal historic features, part of the special character of the heritage asset (including buttresses, brickwork, joinery of historic importance, etc) should be preserved and protected from any damage throughout the works. Any damaged fabric should be repaired in a like for like manner with relevant matching materials and techniques.

The reason for the condition is:-

To ensure that regard is paid to protecting the special architectural and historic interest and integrity of the building under Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 6 During the works, if hidden historic features or archaeology are revealed they should be retained in-situ. Works shall be halted in the relevant area of the building and the Local Planning Authority should be notified immediately.

The reason for the condition is:-

To ensure that historic features are recorded and preserved as part of the special character of the Listed Building.

and any other conditions and informative notes considered appropriate by the Development Manager.

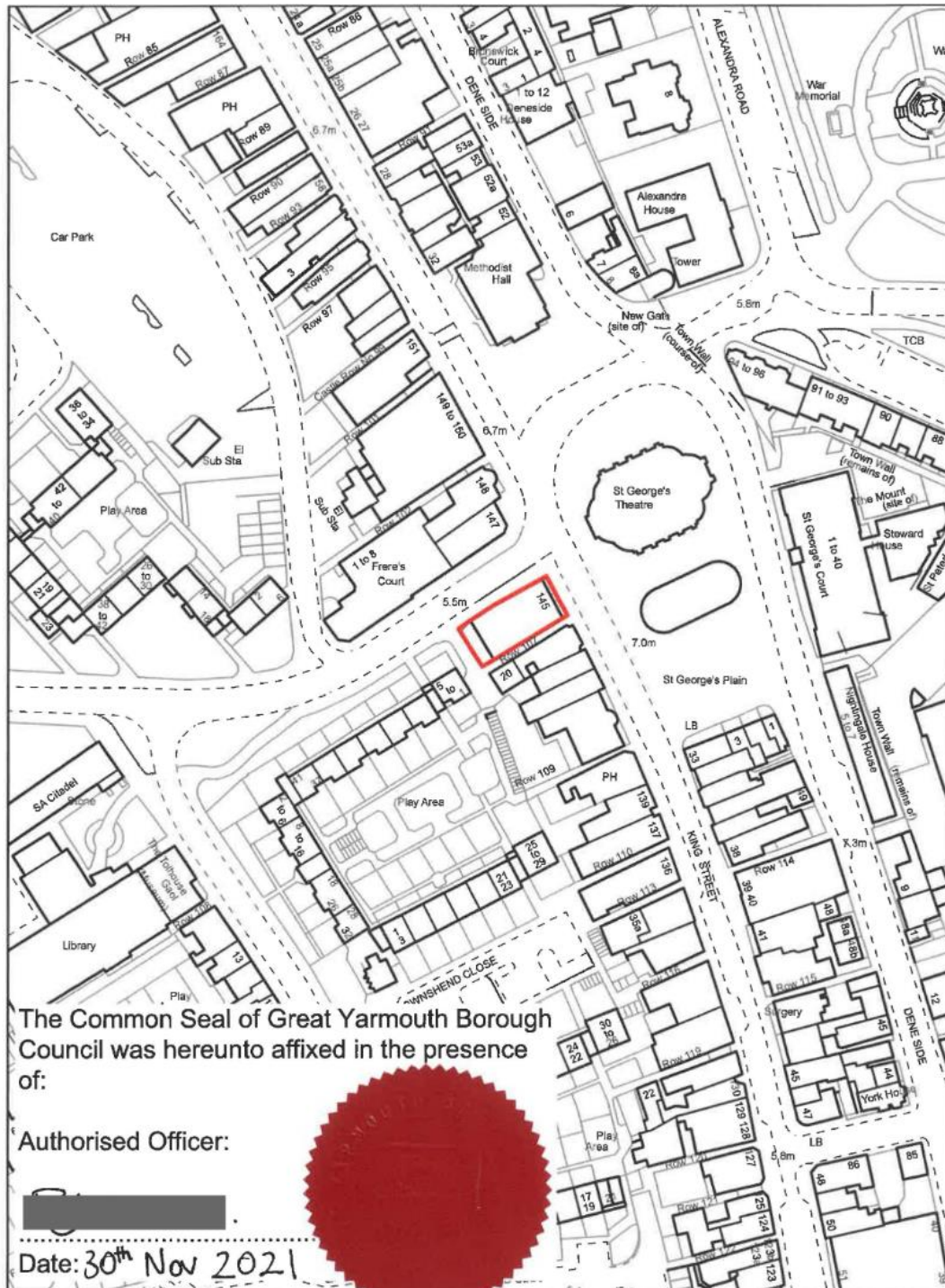
### **Appendices:**

1. Site Location Plan



## 145 King Street, Great Yarmouth

### Application site location plan (06/22/0718/F and 06/22/0717/LB)



**GREAT YARMOUTH**  
BOROUGH COUNCIL

Strategic Planning  
Town Hall, Hall Plain  
Great Yarmouth, Norfolk, NR30 2QF  
Customer Contact Centre Tel: (01493) 856100  
E-mail: localplan@great-yarmouth.gov.uk  
Web: www.great-yarmouth.gov.uk

Area 267.23m<sup>2</sup>



Date: 12/09/2019
User Name: sgs
Drawing No.
Scale @ A4: 1:1,250



## **Schedule of Planning Applications**

**Committee Date: 12 July 2023**

Application Number: **06/23/0433/F** - [Click here to see application webpage](#)

Site Location: Public Convenience north of King William IV Public House, Quay Road, Gorleston, Great Yarmouth, NR31 6BZ

Site Location Plan: See Appendix 1

Proposal: Demolition of former public convenience block

Applicant: Great Yarmouth Borough Council

Case Officer: Mr R Parkinson

Parish & Ward: Great Yarmouth, St Andrews Ward

Date Valid: 26-05-23

Expiry / EOT date: 21-07-23

Committee referral: This is a connected application submitted by the Borough Council.

Procedural note 1: This application was reported to the Monitoring Officer as an application submitted by the Borough Council, for determination by the Borough Council as Local Planning Authority. The application was referred to the Monitoring Officer for their observations on 04/07/23, and the Monitoring Officer has checked the file and is satisfied that it has been processed normally and that no other members of staff or Councillors have taken part in the Council's processing of the application other than staff employed within the LPA as part of the determination of this application.

### **RECOMMENDATION:**

**Approve and grant planning permission subject to conditions**

## **REPORT**

### **1. The Site**

- 1.1 The site is the former 'Brush Quay' public convenience block on the west side of Quay Road at its junction with Pier Walk and opposite Riverside Road. The block is sited on a small area of open amenity land to the north of the garden to the former William IV public house and east of Limmer Road and opposite the terraced houses at the north end of Pavilion Road.
- 1.2 The building is rectangular and with a pitched and hipped plain-tiled roof, of cream-painted bricks above a black plinth and with red-stained timber framed leaded windows and steel-shuttered security door screens. The building presents no active frontage or architectural interest to the street and at best is described as a utilitarian building reflecting a former public service. There is an open-sided store for paladin refuse bins behind the building, through it is unclear where the refuse stored there originates. The toilet block building has a footprint of 75sqm and a ridge of approximately 2.5m height.

- 1.3 The applicant states the building has been closed to public use for approximately 20 years due to being surplus to requirements, and in recent months has been subject to an arson attack which has left the building beyond economic repair.
- 1.4 The building is not Listed but it does feature in the No. 17 Gorleston Conservation Area. There are mature trees adjacent the site on land to the south, protected by virtue of being within the conservation area.
- 1.5 Surrounding uses are the Riverside Road surface car park to the north, the open space landscaping and the terraced houses of Pavilion Road approximately 20m to the west facing the site, a concrete substation or pumping station enclosure building in the same open space on Pavilion Road, and the King William IV public house to the south (the building is 29m south, but the beer garden extends to within 5m of the toilet block).

## **2. The Proposal**

- 2.1 The development proposes demolition of the toilet block. The application does not propose any replacement facilities, works or landscaping in its stead. The applicant states the reason for the demolition is because the building has served its purpose and is in very poor condition, with a fire-damaged roof and being very unsightly, beyond economic repair.
- 2.2 The applicant intends to clear the building to slab level and if there is a future use for the site it would be determined and subject to a separate application.

## **3. Site Constraints**

- Within the No. 17 Gorleston Conservation Area
- Within the Development Limits defined by policy GSP1

## **4. Relevant Planning History**

- 4.1 There is no relevant planning history.

## **5. Consultations**

- Local Highways Authority (Norfolk County Council) – No objection.
- Conservation Officer – No comments received at the time of writing.

## **6. Publicity & Representations received**

Consultations undertaken: Site notices and Press advert

Reasons for consultation: Affecting a Conservation Area

### **6.1. Ward Members – Cllr(s) B Wright and R. Upton**

- No comments received at the time of writing.

## 6.2. Public Representations

- No comments received at the time of writing.

## 7. Relevant Planning Policies

### The Great Yarmouth Core Strategy (adopted 2015)

- Policy CS9: Encouraging well-designed, distinctive places.
- Policy CS10: Safeguarding local heritage assets.
- Policy CS15: Providing and protecting community assets and green infrastructure.

### The Great Yarmouth Local Plan Part 2 (adopted 2021)

- Policy A1: Amenity.
- Policy E5: Historic environment and heritage.
- Policy C1: Community facilities.

## 8. Other Material Planning Considerations

### National Planning Policy Framework (July 2021)

- Section 4: Decision Making
- Section 12: Achieving well-designed places
- Section 16: Conserving and enhancing the historic environment

## 9. Planning Analysis

- 9.1. Legislation dictates how all planning applications must be determined. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 9.2. Section 70(2) of the Town and Country Planning Act 1990 (as amended) states: *In dealing with an application for planning permission the authority shall have regard to–*
- (a) the provisions of the development plan, so far as material to the application,*  
*(aza) a post-examination draft neighbourhood development plan, so far as material to the application,*  
*(b) any local finance considerations, so far as material to the application, and*  
*(c) any other material considerations.*

This is reiterated at paragraphs 2 and 47 of the National Planning Policy Framework.

## Assessment

## 10. Principle of development

- 10.1 The principle of development is acceptable subject to ensuring the demolition does not deprive the community of a public service or facility. This is not considered to be the case as the block has been unused for a reported 20 years and clearly presents a risk of more community harm through the evidence of arson, than it provides benefits.
- 10.2 As suggested by the applicant, it is not unreasonable to assume the building cannot be put to beneficial use again, so the principle of the loss of the facility is accepted, subject to there not being any unacceptable harm caused to the character and appearance of the conservation area.
- 10.3 The development is considered to comply with policies CS09, CS15, and C1.

## **11. Impact on the historic environment**

- 11.1 The site is located within the no.17 Gorleston Conservation Area. Section 72(1) of the Listed Buildings Act 1990 states that in the exercise of various functions under the Planning Acts in relation to land in conservation areas (including determination of planning applications) the Council is required to pay special attention to the desirability of preserving or enhancing the character and appearance of the Conservation Area.
- 11.2 The Conservation Area surrounds and includes the building but it is weakened by the presence of the utilitarian structure which detracts from the character of the area because it presents a wholly inactive and unwelcoming frontage to the public realm in all directions (although it is not to say anything else would have been expected at the time of its design, given its role and former use).
- 11.3 The demolition and removal of the toilet block would cause an impact on the character and appearance of the conservation area, which Officers suggest would be a 'neutral' impact in terms of the level of 'harm' caused to the area.
- 11.4 However, the effects of the removal of the building could also cause a visual detriment to the character and appearance of the area, in terms of the way the site is used and the condition it is left in once the building is removed. The application has not presented any proposals for the re-use or restoration of the site; a cleared site will appear prominent and potentially a greater eyesore than if the building were retained (and repaired).
- 11.5 Therefore it is recommended that any permission granted should be subject to a condition requiring a scheme of site restoration and making good, and re-use through temporary landscaping or public realm feature, which could be achieved at relatively little cost and in very short timescales.
- 11.6 Committee Members are advised that paragraph 196 of the NPPF states:

*"Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision."*

Regardless of the deteriorated state of the building from recent arson, the demolition is considered to represent an opportunity to provide improvement to the character and appearance of the conservation area, and should other development not be forthcoming, it is considered to cause a neutral impact at worst compared to the retention of the (repaired) existing building.

- 11.7 The proposal is therefore not considered to generate harm to the character and appearance of the Conservation Area. As such, the proposal complies with policies CS10 and E5.

## **12. Residential and neighbouring amenity**

- 12.1 The impact of the development must also be considered from the perspective of nearby residents of Pavillion Road facing the site, dwellings which include east-facing balconies. Although a benign use, the building's retention could attract further anti-social behaviour and undesirable activities and it is likely that the building's removal would improve the amenity of those residents in the short term.
- 12.3 Similarly, the presence of the redundant toilet block (even assuming it is repaired) and potential for anti-social behaviour could be a deterrent to further investment in the area and in particular the re-use and rejuvenation of the adjoining King William IV public house. Therefore its removal could promote further regeneration and enhancement of the conservation area (subject to appropriate designs being secured on any future development in the site itself or in the vicinity).
- 12.3 The development is considered to comply with policies CS09 F and A1.

### **Local Finance Considerations**

- 12.4 Under Section 70(2) of the Town and Country Planning Act 1990 the Council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant such as new homes bonus, or the Community Infrastructure Levy (which is not applicable to the Borough of Great Yarmouth). Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority, for example. There do not appear to be any planning-related local finance considerations linked to this development.

### **The Planning Balance and Conclusion**

- 12.5 The development is not considered to cause any long-term harm to the conservation area's character or appearance, and may promote an enhancement in the medium term, though on a short term basis the development must be subject to conditions to ensure there is no detrimental impact from the sites restoration or use being

overlooked; conditions are proposed to ensure the development restores the site in an appropriate manner with a temporary or 'meanwhile' solution.

### **RECOMMENDATION:**

It is recommended that application 06/23/0433F should be APPROVED subject to the following Conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.

The reason for the condition is :-

The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development shall be carried out in accordance with the plans received by the Local Planning Authority on the 26<sup>th</sup> May 2023.

The reason for the condition is:-

For the avoidance of doubt.

- 3 No works of demolition shall commence until such time that full details of a proposed site restoration, landscaping and public realm enhancement or 'meanwhile' use proposal has first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and the site shall be restored to beneficial use in accordance with those details within 28 days of the removal and clearance of the building and shall be retained as such thereafter.

The reason for the condition is:-

To ensure that regard is paid to protecting the character and appearance of the Conservation Area and protection of the public realm in accordance with the requirements of Core Policy CS10 and Local Plan Part 2 policy E5.

and any other conditions and informative notes considered appropriate by the Development Manager.

### **Appendices:**

1. Site Location Plan

## Location Plan

Site Address: Public Convenience North King William IV Public House, Quay Road, Gorleston, Great Yarmouth, NR31 6BZ

Date Produced: 26-May-2023

Scale: 1:1250 @A4



Planning Portal Reference: PP-12193888v1

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## **Report to: DEVELOPMENT MANAGEMENT COMMITTEE**

**12th July 2023**



**URN: 23-086**

**Report Title : Final Draft Great Yarmouth Borough-Wide Design Code Supplementary Planning Document**

**Report to: Development Management Committee**

**Date of meeting : 12 July 2023**

**Responsible Officer : Kim Balls, Principal Strategic Planner**

### **EXECUTIVE SUMMARY**

To authorise public consultation on the draft Great Yarmouth Borough-Wide Design Code Supplementary Planning Document.

### **RECOMMENDATIONS :**

That the Development Management Committee:

1. endorses the draft Great Yarmouth Borough-Wide Design Code SPD included as Appendix 1 to this report for public consultation;
2. delegates authority to the Strategic Planning Manager to make minor amendments to the consultation document prior to consultation.

### **1. Introduction**

- 1.1. The National Planning Policy Framework sets an expectation that all local planning authorities should prepare local design guides or design codes. These are planning tools to help shape placemaking and design, setting out clear principles and standards for how development should be designed. In meeting this expectation, the Council has committed to progress a borough-wide design code within its Annual Action Plan.
- 1.2. Design codes can either form part of a development plan or be prepared as a Supplementary Planning Document (SPD) to aid greater detail and interpretation to adopted design policies within a development plan. The Great Yarmouth Borough-Wide Design Code (SPD) falls within the latter and has been under preparation since September 2022, supported by appointed design consultants HAT Projects.
- 1.3. The Town and Country Planning (Local Planning) Regulations 2012 require two stages of consultation during the preparation of a Supplementary Planning Document. Firstly, consultation is required during the initial preparation of the document to inform a draft

Supplementary Planning Document. Once a draft Supplementary Planning Document has been prepared this must then be subject to further consultation prior to adoption.

- 1.4. The Great Yarmouth Borough-Wide Design Code SPD was subject to continuous 'informal' consultation with specific interest groups and stakeholders between September 2022 and May 2023. A consultation statement summarising issues raised and how they have been considered is attached to this report.
- 1.5. This report request the Committee's endorsement of the second stage of consultation on the SPD. A draft of the Supplementary Planning Document which is proposed for consultation is attached to this report.

## 2. Great Yarmouth Borough-Wide Design Code

- 2.1. The purpose of the Great Yarmouth Borough-Wide Design Code SPD is to supplement the interpretation of existing design-based policies in the Council's adopted Local Plan, providing greater detail and expectations for what constitutes 'good design' across the borough.
- 2.2. The SPD will apply to all scales and forms of development within the borough (aside from new industrial/warehousing/business development within the South Denes and Beacon Park Enterprise Zones, where separate design codes already guide such development in the existing Local Development Orders) including householder applications, small sites, major developments, and regeneration sites.
- 2.3. The SPD is structured into the following four parts:
  - **About Great Yarmouth:** providing a broad overview of the borough's distinctive landscape and built character and signposting users to more detailed sources of information and character analysis.
  - **Borough wide design requirements:** summarising existing design standards that apply across the whole borough area.
  - **Area specific design requirements:** setting out design requirements and priorities which apply to character areas (e.g. Great Yarmouth within town walls or seafront, Gorleston town centre) and character types (e.g. historic village centres, inter-war/post-war housing estates, terraced streets etc).
  - **Development type design requirements:** setting out requirements that are specific to different types of development proposals (e.g. new residential developments, infill/redevelopments, new commercial development etc).
- 2.4. The above structure has been developed to allow developers and planning agents to readily identify and apply the code requirements that will be applicable to a specific proposal when preparing a planning application. The structure will also benefit the Council's own planning officers, elected members and Development Management Committee in their decision-making when assessing development proposals.

### **3. Next Steps**

- 3.1. Consultation on the draft SPD is proposed to take place between 14<sup>th</sup> July and 8<sup>th</sup> September 2023 (8 weeks). Members of the public and stakeholders on the Council's Local Plan consultation database will be informed of the consultation.
- 3.2. Copies of the SPD and supporting document (consultation statement, strategic environmental assessment and habitat regulations screening assessments) will also be available during (and following) the consultation period:
  1. on the Council's website;
  2. in the Town Hall reception;
  3. at Great Yarmouth and Gorleston Library.
- 3.3. Electronic copies will also be provided to each Borough Councillor.
- 3.4. People will be strongly encouraged to submit their comments electronically via Smart-Survey, but they may also do so by letter or email. All submitted comments, whether made online or otherwise will be made available for the public after the close of the consultation.
- 3.5. Following consultation, revisions may be made to the SPD to take into account any comments received. The final SPD will then be brought back to the Development Management Committee for adoption.

### **4. Financial Implications**

- 4.1. The costs associated with the consultation and the wider costs associated with the preparation of the Supplementary Planning Document, which has been supported by appointed consultants, HAT Projects, have been resourced from within the Strategic Planning budget.

### **5. Risk Implications**

- 5.1. The risks in producing the SPD are limited. Without the document in place, there is a risk that reliance upon the existing design-based policies in the Council's Local Plan (which are fairly broad and provide limited detail) may lead to development expectations falling short of the high quality design that is deserving of the borough.

### **6. Legal Implications**

- 6.1. The powers to prepare an SPD are outlined within the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) Regulations 2012. Consultation is a necessity in the preparation of a Supplementary Planning Document and if not done correctly could lead to future scope for challenge.

### **7. Conclusion**

- 7.1. That the Development Management Committee:
  1. endorses the draft Great Yarmouth Borough-Wide Design Code SPD as included in Appendix 1 of this report for public consultation;

2. delegates authority to the Strategic Planning Manager to make minor amendments to the consultation document prior to consultation.

## 8. Background Papers

Appendix 1 – Draft Great Yarmouth Borough-Wide Design Code Supplementary Planning Document

Appendix 2 – Consultation Statement

Appendix 3 – Strategic Environmental Assessment Screening Report

Appendix 4 – Habitat Regulations Assessment Screening Report

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

Consultations	Comment
Monitoring Officer Consultation:	Considered at ELT – 5 July 2023
Section 151 Officer Consultation:	Considered at ELT – 5 July 2023
Existing Council Policies:	Local Plan Part 1 Core Strategy, Local Plan Part 2
Equality Issues/EQIA assessment:	None



# Great Yarmouth Design Code

CONSULTATION DRAFT

Supplementary Planning  
Document

June 2023

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# 1. Introduction

## 1.1 Scope and purpose of the Design Code

The Great Yarmouth Design Code is a tool to help shape great placemaking in the borough. It applies to all scales and forms of development within the borough (aside from areas where the Broads Authority is the Local Planning Authority), including householder applications, small sites, major developments, and regeneration sites.

It is a tool to assist in meeting the Strategic Objectives of the Adopted Local Plan<sup>1</sup>, which include designing local environments to be high quality and more resilient to a changing climate; and enhancing the quality of the borough's building environment by improving the character of its townscapes and promoting local distinctiveness.

The Design Code is intended to set out clear principles and standards for how development should be designed in the borough, focusing on the priority aspects of design. It is a concise code that signposts users to other sources of regulation, guidance, assessment tools and best practice. It is not an exhaustive design manual for every detail and is not a substitute for commissioning suitably qualified and experienced professional designers and consultants to prepare proposals and the supporting technical information required.

The Design Code should be read in conjunction with the National Design Guide and the National Model Design Code, which give useful further guidance.

## 1.2 Status of the Design Code

The Great Yarmouth Design Code is intended for adoption as a Supplementary Planning Document supporting the Adopted Local Plan . In due course, subject to potential reforms of the planning system, the Design Code may be incorporated into the new Local Plan, or be adopted as a Supplementary Plan.

When adopted, the Design Code will have material weight in the assessment of planning applications by the Borough Council as the Local Planning Authority, as well as in appeals.

For areas where a Neighbourhood Plan has been made, this may include design policies and/or a neighbourhood design code. At the current time, a made Neighbourhood Plan will take precedence over this Design Code, should there be a conflict.

## 1.3 Who should use the Design Code

Users of the Design Code are all those involved with, and with an interest in, the development of the built environment in the borough. This includes and is not limited to:

- Planning officers
- Elected members and Planning Committee
- Statutory consultees
- Local interest groups
- Community members

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<sup>1</sup> <https://www.great-yarmouth.gov.uk/article/2489/Current-Local-Plan>

- Parish Councils
- Property owners
- Architects and designers
- Developers
- Planning agents

## 1.4 Structure of the Design Code

The Design Code is structured in four parts:

**About Great Yarmouth:** this section summarises what is distinctive about the landscape and built character of the borough. It is intended as a broad overview which signposts users to more detailed sources of information and character analysis.

**Borough wide design requirements:** these summarise design standards that apply across the whole borough area. These are organised thematically and are aligned to the structure of the National Model Design Code.

**Area specific design requirements:** these set out the design requirements and priorities that apply to character areas and character types found in the borough. Character areas are geographically specific locations in the borough, while character types describe patterns of existing development or settlement types, that can be found in a range of locations.

**Development type design requirements:** these set out requirements that are specific to different types of development proposal.

### **Required, expected and best practice code elements**

Some elements of the design code capture mandatory requirements, set out in national, county-level or local policy, that all development must comply with.

Other code requirements should be met, but are not mandatory as they are subject to discretion and may need to be balanced against other aspects of design. If development proposals do not comply with these code requirements, the onus will be on applicants to demonstrate why compliance is not feasible or appropriate.

The code also includes recommendations that are intended to assist applicants in preparing the best possible design proposals. These represent best practice above and beyond mandatory requirements and policy. We hope that applicants will take the opportunity to use these recommendations to improve their proposals, in order to sustain, enhance and improve the distinctive character of Great Yarmouth.

## 1.5 How to use the Design Code

Design Code users should use the design code to identify the code requirements that are applicable to the specific proposal under consideration. Not all code requirements will apply to all proposals. Follow the steps below to identify the relevant aspects of the code for your proposal:

- Identify relevant planning policy and existing guidance/SPDs that are relevant to the proposal
- Identify borough wide requirements that are relevant to the proposal (and refer to relevant standards)
- Identify which character area(s) are relevant to the site, and apply the design objectives for those area types
- Identify what type of development is being proposed, and apply the related design code requirements

## 2. About Great Yarmouth

The borough of Great Yarmouth includes Great Yarmouth itself, the town of Gorleston-on-Sea on the other bank of the Yare, and the villages surrounding them to the north, west and south. The borough was formed in 1974, as a merger of the former county borough of Great Yarmouth, along with part of Blofield and Flegg Rural District, and also part of the Lothingland Rural District in East Suffolk. It is fringed by, and partly includes, the Broads and part of the borough falls within the area for which the Broads Authority is the Local Planning Authority (LPA).

### 2.1 Landscape character, coastal change and flood risk

The character of the borough derives from its landscape, underlying geology and human history which has significantly shaped the landscape as well as creating the distinctive built identity of its towns and villages. A range of documents should be consulted to understand the landscape context for development proposals in the borough, including:

- Landscape Character Assessment (2008)<sup>1</sup>
- Settlement Fringe Landscape Sensitivity Study (2016)<sup>2</sup>

The borough includes a number of important landscape and green infrastructure designations. Aside from the Broads National Park area, for which the Broads Authority is the LPA, these include:

- The Norfolk Coasts Area of Outstanding Natural Beauty (AONB)
- A number of Sites of Special Scientific Interest (SSSI)
- Local Wildlife Sites, Ancient Woodland and other designations.

The relevant policy and guidance should be consulted and followed for sites which lie within, or will affect, these designated areas.

The borough includes areas of coastline subject to change, as well as areas within both tidal and fluvial flood risk zones. Areas of the borough are also sensitive to surface water flooding. The following should be consulted to understand how coastal change and flood risk is present in the borough:

- Shoreline Management Plan (2012)<sup>3</sup>
- Surface Water Management Plan (2013)<sup>4</sup>
- Strategic Flood Risk Assessment Level 1 Report (2017)<sup>5</sup>

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1 [https://www.great-yarmouth.gov.uk/media/1236/Landscape-Character-Assessment/pdf/Landscape\\_Character\\_Assessment.pdf?m=635720551564970000](https://www.great-yarmouth.gov.uk/media/1236/Landscape-Character-Assessment/pdf/Landscape_Character_Assessment.pdf?m=635720551564970000)

2 [https://www.great-yarmouth.gov.uk/media/4673/Settlement-Fringe-Study-2016/pdf/Settlement\\_Fringe\\_Study\\_2016.pdf?m=637026942736470000](https://www.great-yarmouth.gov.uk/media/4673/Settlement-Fringe-Study-2016/pdf/Settlement_Fringe_Study_2016.pdf?m=637026942736470000)

3 <https://www.great-yarmouth.gov.uk/article/9790/Shoreline-management-plan-2012>

4 [https://www.great-yarmouth.gov.uk/media/1242/Surface-Water-Management-Plan/pdf/Surface\\_Water\\_Managment\\_Plan.pdf?m=637750991190230000](https://www.great-yarmouth.gov.uk/media/1242/Surface-Water-Management-Plan/pdf/Surface_Water_Managment_Plan.pdf?m=637750991190230000)

5 The full suite of Strategic Flood Risk Assessment Documents can be found on the Environmental Evidence webpage for the Great Yarmouth Local Plan, [https://www.great-yarmouth.gov.uk/article/2506/Environmental-evidence#\\_content\\_](https://www.great-yarmouth.gov.uk/article/2506/Environmental-evidence#_content_)

## 2.2 Historic development

The borough includes unique and distinctive settlements with a strong material character and pattern of development. The form and pattern of development in the borough is strongly shaped by coastal change and human shaping of landscape that continues today- from the digging of the Broads as a source for peat, used as fuel, to the changing course of the rivers converging at Great Yarmouth, and the shaping of the harbour and port areas on the shingle bank to the south of the medieval town. Coastal erosion has brought villages that were previously more remote from the sea into near proximity, changing their character and economy.

Great Yarmouth, as the main town in the borough, developed in three distinct areas - the medieval town - for a short period, a more prosperous mercantile centre than Norwich - within the walls, the 19th century expansion as a seaside resort coupled with its continuing importance for fishing and fish processing, and the 20th century expansion with estate housing development after WW1 and continuing after WW2 and to the present day.

Gorleston has its origins as a fishing village, then as a seaside resort which expanded substantially only in the 20th century. Due to the natural limitations on the growth of Great Yarmouth itself, due to the river and the sea, Gorleston's suburbs were developed to meet the need for a large amount of new housing after WW2, and growth continues to take place around it.

The villages have predominantly medieval origins, with fishing along the coast and agricultural estates inland. The 20th century also saw substantial growth around many villages in coastal locations with rail links bringing holiday-makers to the area, as well as from 'plotlands' on poor and marginal land along the coastal cliffs and dunes. Inland villages have seen little change or growth, apart from Bradwell, which developed substantially and is now part of the continuous urban area of Gorleston, and Caister and Belton, both of which have seen significant housing development through the postwar period to the present day.

## 2.3 Local building materials

Flint is the most common historic building material due to being naturally found in the borough, unlike other forms of building stone. Due to a lack of timber on the Breckland sand and gravel plain, which is the predominant underlying geology of the area, medieval timber-framed buildings are relatively rare compared to other parts of East Anglia, but some later timber-framed and timber-clad vernacular buildings are found in villages and the rural area.

With red brick, flint is the most prevalent cladding material found in pre-20th century buildings across the borough. A wide variety of flintwork techniques, including knapped, galleting and flushwork, can be found across the borough. Local brickworks produced mainly a soft orange-red brick, and, with the use of flint, this creates the distinctive material character of most of the older parts of Great Yarmouth's settlements. Later brickwork included ornamental moulded and decorative bricks which were often also made locally. Brick and flint were frequently combined with brickwork used to create corners and openings for windows and doors, and flint used to infill.

Painted brick, and render, is not as common as exposed brick or flint, but is relatively frequently used. Painted and rendered elevations are mostly found on some, mostly smaller, historic timber-framed buildings and small-scale brick buildings particularly in High Street locations. Painted facades can also be found on brick buildings which were overpainted or rendered in the late 18th and 19th century as part of restyling them to a more neoclassical appearance and this was often applied only to frontages.

In many locations the choice of paint as a finish was determined by weathering characteristics, with black tar paint on north- or west-facing elevations due to the prevailing wind exposure and risk of damp, or seaward elevations in coastal locations, as a protective coating. South- and street-facing elevations were typically painted in white or in colours.

Timber weatherboarding is found in rural areas, but relatively infrequently, and is typically painted black for improved weathering in the same way as the painting of brick buildings, with white or other colours on less exposed elevations. Pantiled roofs - which have a Dutch origin - are typical for vernacular buildings, in both red and black forms, while thatch was highly prevalent historically, due to the Broads reedbeds, but was largely replaced with hard roof coverings during the 19th and 20th centuries. Plain tile also found, and slate became common after the coming of the railways meant that importing Welsh slate became economic.

## 2.4 Heritage designations and assets

The borough includes a wide range of heritage assets, many of national significance.

These are highlighted, where relevant, in character area descriptions and the relevant guidance and information should be consulted, including the Conservation Area Appraisal, for Conservation Areas, and the Historic England listing entry, for listed buildings, scheduled ancient monuments and historic parks and gardens.

Conservation Area Appraisals for the borough are currently unavailable online but can be obtained on request from the Conservation Team.

Heritage resources should be consulted as part of understanding the context and local identity of sites for development proposals affecting designated heritage assets. These include:

- Norfolk Historic Environment Record<sup>6</sup> and the Norfolk Heritage Explorer<sup>7</sup>
- Norfolk Record Office<sup>8</sup>

There is also substantial and important archaeology below ground in the borough, and Norfolk County Council's archaeological team may be consulted as part of the planning process.

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6 <https://www.norfolk.gov.uk/libraries-local-history-and-archives/archaeology-and-historic-environment/historic-environment-record>

7 <https://www.heritage.norfolk.gov.uk/> Page 91 of 229

8 <https://www.archives.norfolk.gov.uk/>



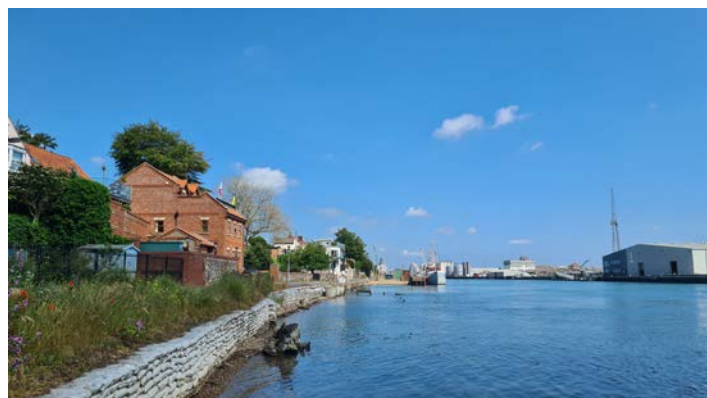


Fig. 1. Snapshots of Great Yarmouth's distinctive landscapes

Top: Views looking south and north along the Yare river from the centre of Great Yarmouth.

Second row: The Gorleston-on-sea river frontage, and the town centre seen from the seafront

Third row: The village green at Martham, and the wide landscapes of the rural parts of the borough

Bottom: The old fishing village of Caister-on-Sea and the plotlands on the clifftop at Scrabby.





Fig. 2. 1797 Faden map, current boundary of Great Yarmouth borough indicated in red.



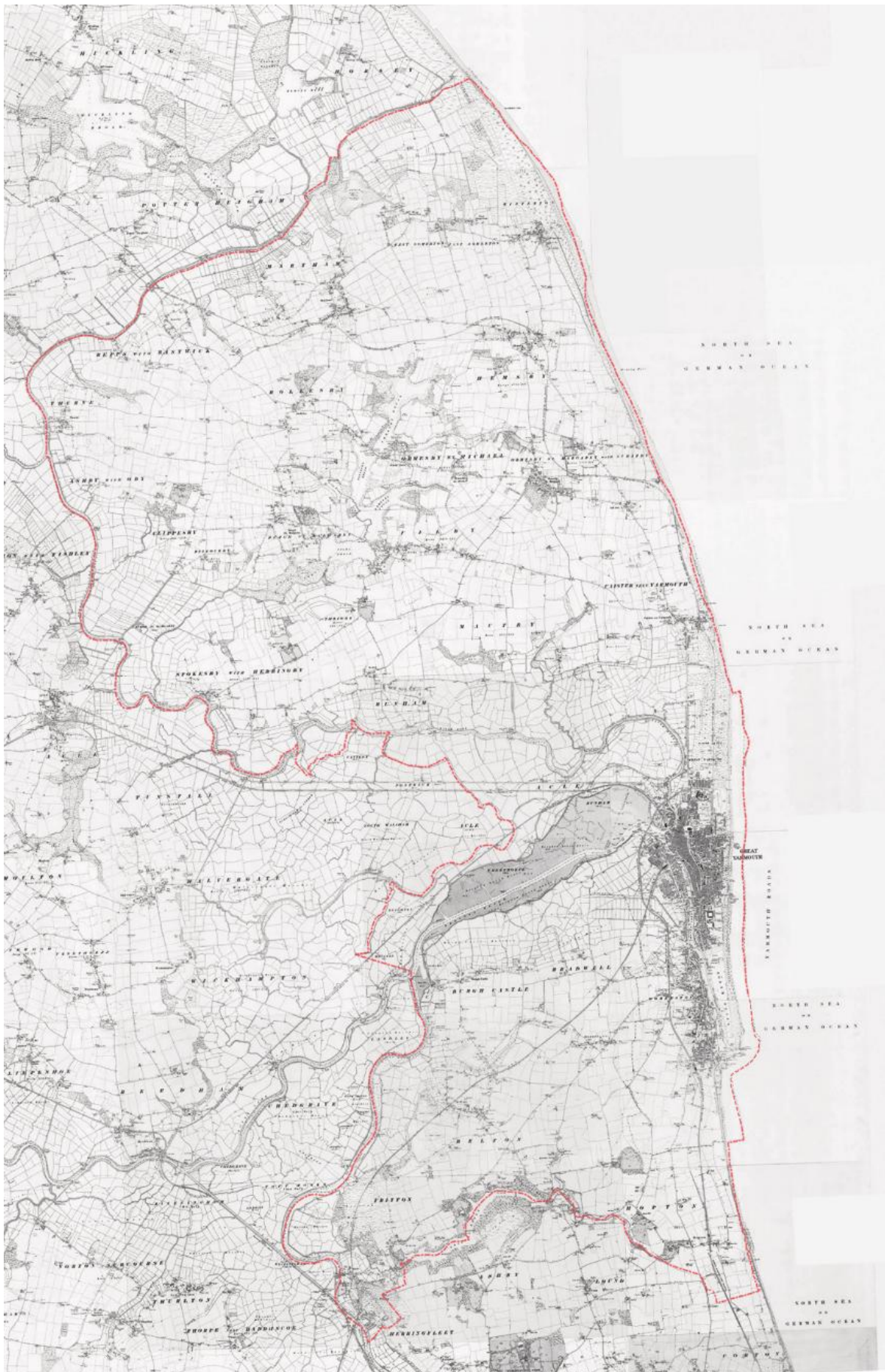


Fig. 3. Ordnance Survey map from 1888



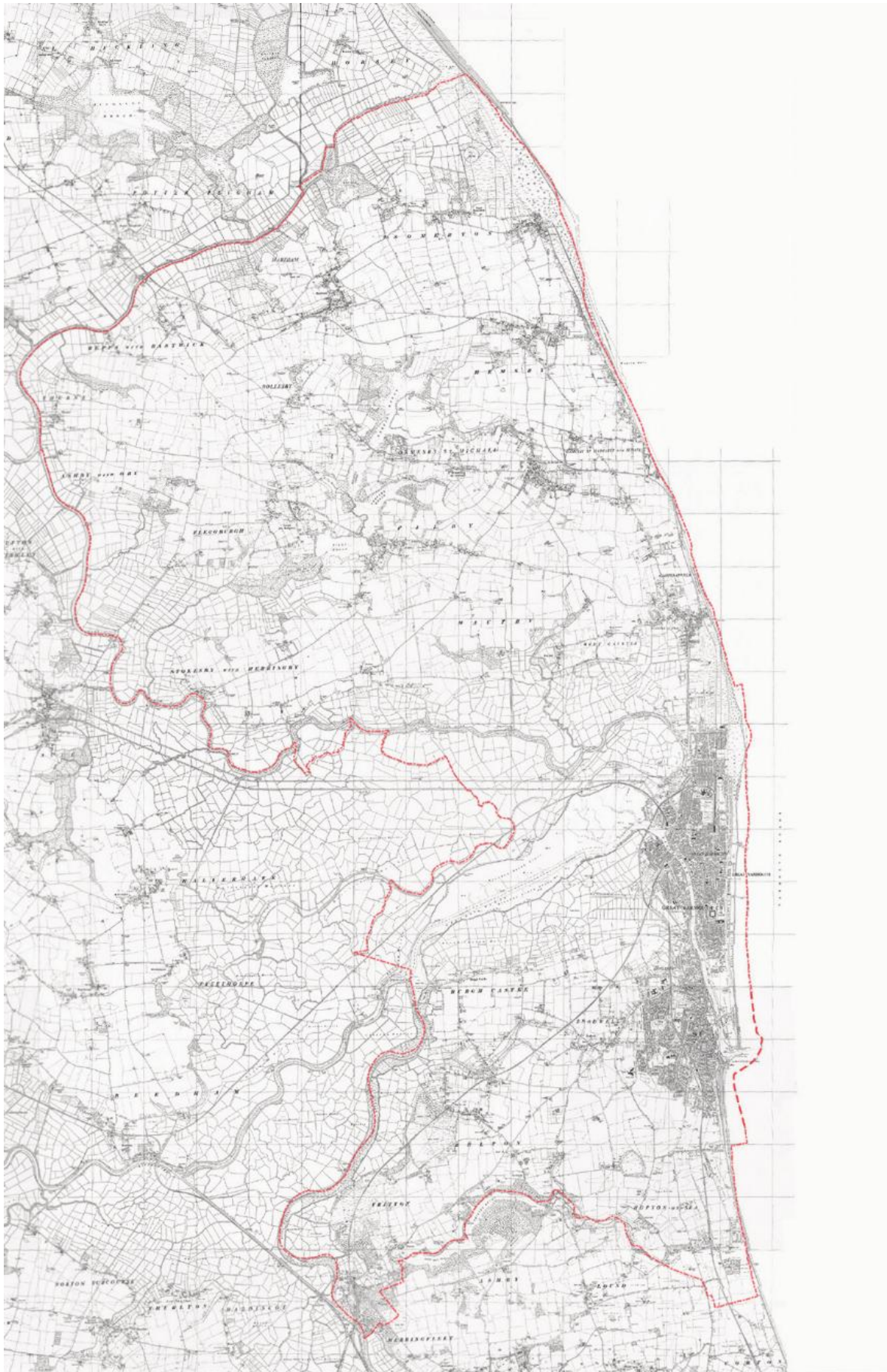


Fig. 4. Ordnance Survey map from 1949

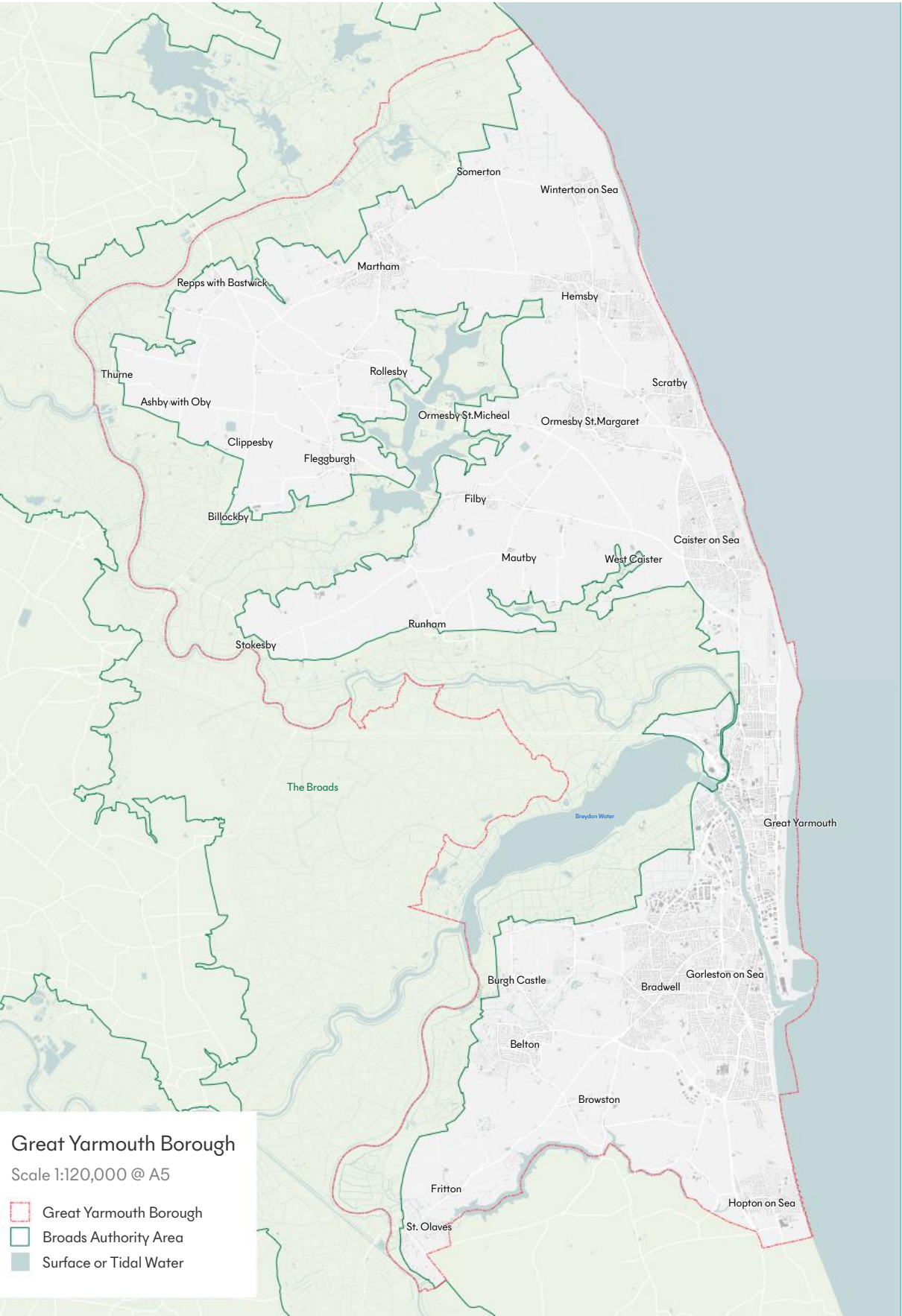


Fig. 5. Map of Great Yarmouth borough, 2023



## 3. Design vision for Great Yarmouth

### 3.1 Design vision

The Adopted Local Plan sets out clear objectives for the development of Great Yarmouth. These have been consolidated into a design vision for the borough, which underpins this design code.

The development of Great Yarmouth must:

- Protect and enhance the distinctive built and landscape character of the settlements in the borough
- Ensure new developments are of a quality that will be enduring and can become the civic heritage of the future.
- Be resilient to a changing climate and minimise carbon emissions and waste, including through reducing car use
- Be designed for the lifestyles, technology and needs of the present and the future, while complementing the heritage and landscapes of the borough.

#### **Why is it design important?**

The National Planning Policy Framework paragraph 126 states that “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

Good design creates real benefits for communities - increasing pride in place, making healthier, safer environments, creating economic benefit and lowering carbon emissions. Conversely, poor design results in tangible harm.

Poor design creates environments that are not attractive to live in, work in, or to visit. This causes harm to local pride in place and erodes the distinctive identity of our built heritage and landscapes. It also erodes prospects for economic growth as liveable, attractive environments are an important factor in attracting and retaining businesses and residents.

Buildings and spaces that are poorly designed not only use more energy, and are responsible for more carbon emissions, than well-designed spaces; they can have a shorter lifespan and require demolition or substantial redevelopment within decades, rather than the centuries that our best-loved places have survived. This wastes the embodied carbon ‘locked into’ their building fabric.

Poor design can also lead to increased maintenance and long-term management costs, as well as the indirect costs from ill-health caused by inactive lifestyles, poorly designed and constructed building fabric or overheating; from the need to police poorly laid out spaces without natural surveillance; and from many other causes.

Well-designed, distinctive places with a strong and positive character make better environments for all parts of our community. Creating and enhancing the quality of our environment is central to the vision of our adopted and emerging Local Plans.

# 4. Borough wide design requirements

## 4.1 Addressing climate change and conserving resources

Climate change is the biggest challenge we face and it is a strategic priority that all development proposals address it through mitigation and adaptation.

Mitigating climate change means reducing greenhouse gas emissions, to slow down the rate of global warming and achieve the national commitment to reaching net zero carbon emissions by 2050. For development, this should be achieved by implementing the following measures:

- Minimising energy demand by building users through their behaviour, including travel mode choices
- Maximising energy efficiency of building fabric and systems
- Integrating renewable energy generation
- Minimising the carbon emissions resulting from construction

Adapting to climate change means designing development so that it is adapted to the changing climate, in particular hotter summers, wetter winters, and increased risks of surface water and tidal flooding. Climate adapted design must be achieved without resulting in increased emissions, for example from using air-conditioning to avoid overheating.

**CC1: Ensure walking, cycling and public transport are the natural modes of travel for all users.**

Expected	Design site layouts so that walking and cycling routes to all destinations are more direct than routes for motor vehicles.  Minimise the walking distance from front doors to public transport nodes.  Ensure all development is accessible by public transport.  Ensure the quantity and location of cycle parking and storage is more easily accessible than car parking and storage.
Policy links	CS1: Focusing on a sustainable future CS9: Encouraging well-designed, distinctive places CS16: Improving accessibility and transport

### Why is reducing vehicle use so important, and how can design help?

Evidence shows that the transport habits of residents contribute far more to the overall carbon emissions resulting from new development, than the use of energy to heat, light and power the home, or the carbon generated by its construction. It is therefore important that designs for new developments help encourage a shift to lower-carbon lifestyles as far as possible.

Making walking and cycling easier does not mean that people who need to use a car, either regularly or occasionally, will be stopped from doing so. Parking for disabled residents, for example must still be provided at the doorstep. It just means making it more convenient for other residents to walk, cycle and use public transport as much as they can.

Locating development in places that are easily accessible by walking, cycling and public transport helps reduce car use, but residents' habits are a big factor. Residents will choose to use their car, even for very short journeys that could be made by walking or cycling, if it is more convenient.

If walking and cycling routes are shorter than routes for cars; and if cycles can be stored more safely, quickly and conveniently than cars, people do change their everyday habits. Even partial changes in habits can have a big impact on carbon emissions.

The shift to electric vehicles is not currently likely to reduce carbon emissions resulting from car use quickly enough to reach the country's net zero target. There will still be 'legacy' petrol and diesel vehicles on the road for decades. Current data shows vehicle use increasing, not decreasing, so even though some of this increase will be offset by the use of electric vehicles, forecasts show that in most scenarios, carbon emissions from transport will only fall by around 40% between 2022 and 2050.

It is therefore important that new development is designed to encourage as much behavioural change as possible. Changing designs for developments in order to create behavioural change does not cost the resident, the developer or the public sector anything. In fact it reduces costs for residents due to allowing them to reduce their car use without sacrificing convenience, it improves development viability by using less land for parking through more efficient parking layouts, and it reduces the costs to the public sector of ill-health, air pollution and congestion.



Fig. 6. Left: At Marmala de Lane, Cambridge, car parking is located in an unallocated shared parking area at the edge of the site and far from front doors, while cycle storage and parking is close to homes. Right: At Gt Kneighton, Cambridge, walking and cycling routes provide short cuts making it easier and quicker to walk or cycle to shops, school, friends and other local destinations.



CC2: Minimise active heating and cooling requirements through passive design

Expected	<p>Use simple building forms and massing as these are more energy efficient than complex forms.</p> <p>Design internal layouts and storey heights to maximise thermal efficiency and natural cross-ventilation.</p> <p>Do not include single-aspect homes due to the impossibility of cross-ventilation.</p> <p>Design south and west facing glazing to prevent overheating, and therefore the requirement for active cooling, through careful sizing and placement of glazing, integrating external shading devices which prevent summer overheating while allowing solar gains to heat spaces in winter.</p> <p>Ensure natural ventilation can be used as far as possible, and allows secure ventilation even when homes are unoccupied.</p>
Best practice	<p>Evidence compliance with Passive House standards</p> <p>Evidence compliance with a TM59 overheating assessment (for residential) or TM52 (for non-residential/mixed-use) buildings</p>
Policy links	<p><a href="#">CS12: Utilising natural resources</a></p> <p><a href="#">A2: Housing design principles</a></p>

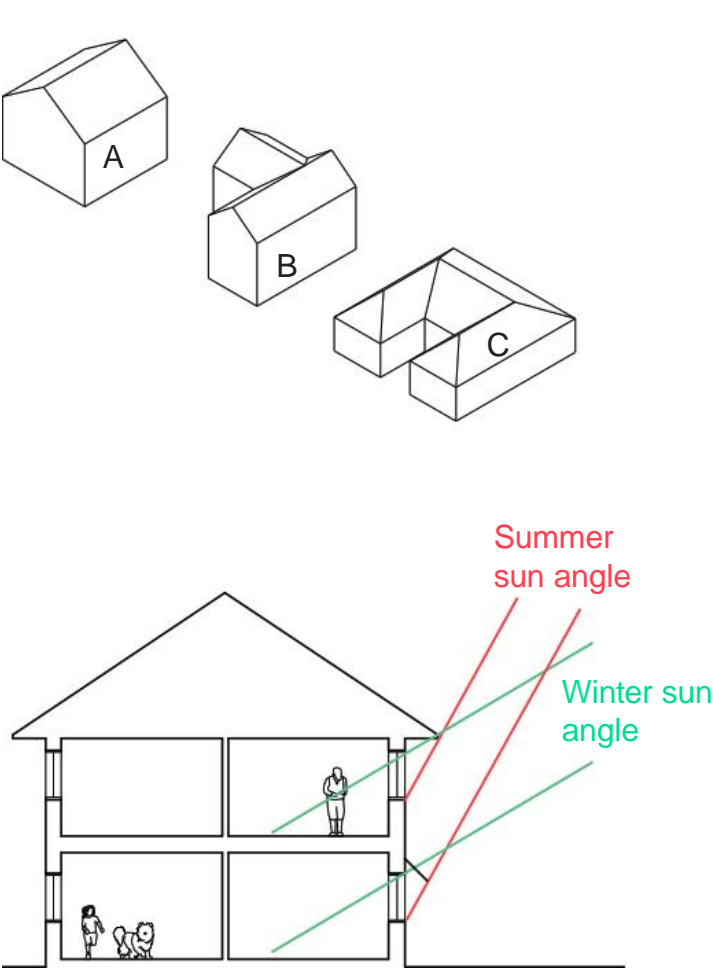


Fig. 7. Diagrams illustrating some of the principles of passive design.

Top: Building forms A, B and C have the same floor area but differing amounts of surface area. As a result, C has a heat loss of 17.5% more than A.

Bottom: Diagram showing how to design for passive solar heating in winter while avoiding summertime overheating. Diagram applies to south-facing glazing. Careful design of shading such as roof overhangs, awnings, brise-soleils or canopies will cut out the higher angle of sunlight from summer sun, while allowing winter sun to penetrate and heat spaces, reducing heating costs in winter.

External shading is far more effective at preventing overheating than internal blinds as it stops sunlight entering internal spaces and heating them up. It also allowing indirect daylight to enter so rooms do not become dark.

Floor-to-ceiling glazing on south-facing elevations contributes little to daylighting internal spaces, but increases overheating unless shaded from direct sun. Raising sills makes overheating less likely.

**CC3: Integrate on-site renewable energy generation and low and zero carbon heating, cooling and ventilation systems**

Expected	Use air source or ground source heat pumps to provide heating.
Best practice	<p>No gas connections should be provided to new development.</p> <p>Include PV panels on south, east and west facing pitched roofs, and on flat roof areas.</p> <p>Include PV panel shelters over surface car parking spaces.</p> <p>Use mechanical ventilation with heat reclaim (MVHR) ventilation systems and do not provide active cooling (air conditioning).</p> <p>Undertake operational energy assessment including predicted user-generated energy loads.</p>
Policy links	<a href="#">CS12: Utilising natural resources</a> <a href="#">A2: Housing design principles</a>

**Using passive design and low-carbon technology**

Passive design means using the building form to reduce the amount of energy needed to heat the building in winter, and to prevent overheating in summer. This results in lower running costs, lower carbon emissions, and more comfort for users.

The main principles of passive design are:

- Use simple shapes with a lower ratio of envelope (external wall/roof surface) to volume, because these lose and gain heat more slowly.
- Avoid large areas of south-facing glazing unless shaded to cut out summer sun
- Avoid large areas of west-facing glazing as it is difficult to shade effectively because the angle of west-facing sun is very low
- Design openings, and internal layouts, so that spaces can be naturally ventilated and cross-ventilated (openings on opposite sides of the building). Design openings so they can be left open without compromising security, and can be opened to varying degrees without being caught by the wind.

Passive design should be employed first, to reduce the need for active heating or cooling, before adding low- and zero-carbon technology. Additional technology all uses some energy, requires servicing and maintenance, and has a limited lifespan.

Heating uses far more energy than lighting and small power, so reducing carbon emissions from heating is very important. Using gas for heating directly emits greenhouse gas emissions and should not be used.

The UK's electricity network is rapidly becoming entirely low-carbon, so using electricity to heat buildings does not involve high carbon emissions. Direct electric heating (such as electric panel heaters) is expensive to run, but air-source or ground-source heat pumps are energy-efficient so should be used as the heat source. Solar thermal panels (which are different from PV panels, which only generate electricity) are also an effective way to provide zero-carbon hot water and heating.

PV (photovoltaic) panels on roofs can generate electricity but at a domestic scale, are not usually big enough to provide all of the home's needs, so grid electricity will still be used. If costs are tight, it is better to change the heat source to a low-carbon electrically powered system, such as an air source heat pump, than to install PV panels. Installing PV panels but using gas for heating is not a low-carbon approach.

**CC4: Minimise potable water use**

Required	Design new residential development, and holiday accommodation in buildings, to use 110 litres of potable water, per person per day, or less.
Expected	Integrate rainwater harvesting and greywater reuse to reduce potable water use.
Best practice	Design non-residential development to achieve full credits for category Wat 01 of BREEAM.
Policy links	<a href="#">E7: Water conservation in new dwellings and holiday accommodation</a>

**CC5: Reduce embodied carbon emissions resulting from construction**

Expected	Retain and reuse existing structures where this is the most carbon efficient option and the structure contributes, or can be suitably adapted, to the positive character of the local area.
Best practice	Undertake and submit embodied carbon assessment
Policy links	<a href="#">SO6: Strategic Objective 6</a>



Fig. 8. Retrofit of existing buildings saves carbon in the construction process, and through improving operational energy efficiency, while breathing new life into tired buildings.

Example: Hillington Square housing retrofit, Kings Lynn, designed by Mae Architects. This project retrofitted social housing built in the late 1960s to make it more energy efficient, repurpose unused and unattractive ground floor garage space, adding new balconies and replacing raised walkways with internal lift and stair cores.

**CC6: Ensure development is flood safe and flood resilient**

Required	<p>Design within Flood Zones 2 and 3 to comply with Environment Agency requirements regarding height of floor levels for habitable rooms, refuge and evacuation, and flood resilient construction, while ensuring active frontages and accessible accommodation (refer to <a href="#">BD1</a> and <a href="#">BD3</a> for further guidance)</p> <p>Ensure development does not increase the risk of flooding on adjacent sites, through use of SuDS (refer to <a href="#">CC7</a> for further guidance)</p>
Expected	Use salt tolerant materials and construction below the flood datum, in areas at risk of tidal flooding.
Policy links	<a href="#">CS13: Protecting areas at risk of flooding and/or coastal change</a>

**CC7: Reduce the risk of surface water flooding on and around the site**

Required	<p>Meet surface water run-off rates required by the Lead Local Flood Authority (LLFA).</p> <p>Submit detailed design drawings of all proposed SuDS features to demonstrate compliance with the principles and standards set out in the CIRIA SuDS Manual.</p>
Expected	<p>Maximise the amount of permeable and absorbent surfaces on the site.</p> <p>Use surface level SuDS systems rather than below ground attenuation tanks or storage.</p> <p>Locate and design SuDS to form part of the wider green infrastructure network, linking existing and future habitats.</p> <p>Integrate SuDS into the design of streets, public open spaces and parking as visually appealing features that contribute to creating distinctive character to development.</p> <p>Design SuDS to be multifunctional, for example as wildlife habitats, for formal or informal recreation, for parking, and/or supporting community educational learning.</p> <p>Avoid fences around SuDS features such as ponds and watercourses.</p> <p>Integrate SuDS into building design through including green, brown or blue roofs.</p> <p>Design SuDS to be low-maintenance. Where maintenance is required, integrate access and buffer zones into the wider landscape design.</p>
Policy links	<a href="#">CS12: Utilising natural resources</a>



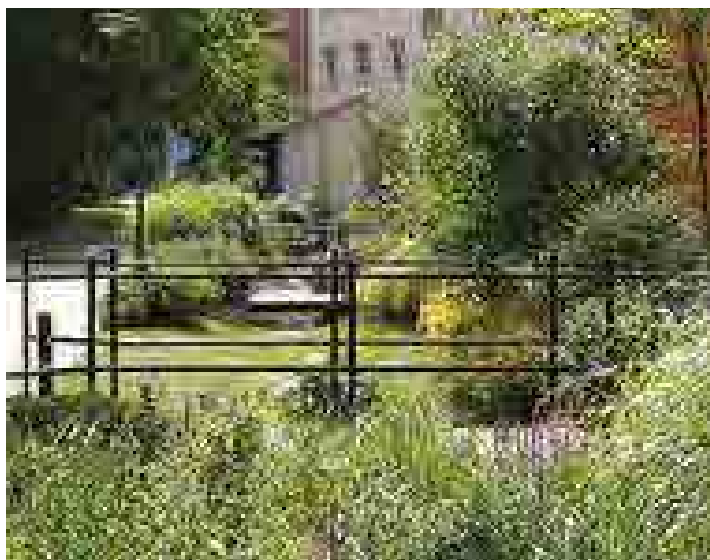


Fig. 9. Examples of successful SuDS integrated with a range of settings. All examples are from the CIRIA SuDS Manual

Top: SuDS within residential development is easier to maintain, more beneficial for biodiversity and more effective at managing surface water flows if designed to grow wild rather than being mown.

Middle: Rain gardens in urban settings can soften the landscape, provide attractive features, and help keep street trees watered.

Bottom: Natural SuDS should be included in all landscaping, including business parks and out of town settings.

**CC8: Reduce urban heat island effect**

Expected	<p>Minimise hard landscaping and maximise soft landscaping, including water surfaces.</p> <p>Shade hard landscaped spaces, streets and paths through tree planting and/or awnings and other adjustable shading devices.</p> <p>Use insulating and heat reflecting materials for both buildings and landscapes, including for roofs. These can include green and brown roofs and light coloured materials.</p>
Policy links	<a href="#">SO1: Strategic Objective 1</a>

**CC9: Minimise resource usage through future building maintenance, alterations and adaptation**

Expected	<p>Use materials that can be reused and recycled at end of life</p> <p>Design to minimise energy intensive maintenance requirements over the lifetime of the development.</p> <p>Design buildings to be adaptable to different uses without requiring demolition.</p> <p>Design short-life systems and materials –for example mechanical and electrical installations – to be replaceable without requiring substantial alterations to long-life building elements, such as structure and external envelope.</p>
Policy links	<a href="#">SO1: Strategic Objective 1</a>

**Useful resources**

- LETI has a wide range of free resources on low-carbon design, specification and procurement - <https://www.leti.uk/publications>
- The Passivhaus Trust has a wide range of free resources on low-carbon passive design - <https://www.passivhaustrust.org.uk/guidance.php>
- Good Homes Alliance Overheating in New Homes Tool and Guidance - <https://goodhomes.org.uk/overheating-in-new-homes>
- Prometheus weather data for Great Yarmouth can be downloaded free at <https://engineering.exeter.ac.uk/research/cee/research/prometheus/downloads/>
- The CIRIA SuDS Manual (C753) and the accompanying Guidance on the construction of SuDS (C768) are the definitive guide to design and maintenance of sustainable drainage systems (SuDS) and are available for download free at [www.ciria.org](http://www.ciria.org)
- Norfolk County Council are preparing a SuDS adoptions guidance manual. When finalised, the Design Code will be updated to include a reference.

## 4.2 Context and identity

Well-designed development makes a positive contribution to its context, strengthening local distinctiveness and a sense of place. This is achieved through careful observation and analysis of the site’s setting at the start of the design process.

Copying all aspects of building form or styles from the site context is rarely an option due to contemporary requirements, such as space standards, fire and flood safety, energy efficiency, accommodating the private car, and other aspects of design. Good design harmonises with its context while developing its own distinctive character.

Further design code requirements regarding context and identity are found in the area specific design requirements. This section contains general code requirements and expectations that apply across all area types and forms of development.

**CI1: Design with regard to local context, including the surrounding built environment, topography, landscape and drainage.**

Required	Analyse the site context with regard to development form and pattern, landscape character, heritage assets, green and blue spaces, views to and from the site, and locally prevalent materials and building details, and submit analysis within Design & Access Statement.  Ensure existing and proposed drawings, including 3D visualisations, show surrounding context accurately and to scale, including relevant adjacent phases of development or consented development by others.
Expected	Design site layout to complement the existing landscape and built environment, including the pattern of development, landscape and townscape.  Design layout and massing so that existing significant views are retained and enhanced, and new publicly accessible views of significant natural and built assets are created.
Policy links	<a href="#">A2: Housing design principles</a> <a href="#">CS9: Encouraging well-designed, distinctive places</a> <a href="#">E5: Historic environment and heritage</a>



Fig. 10. Great Yarmouth’s landscapes are characterised by long views over flat landscapes. Ensuring new development is well-integrated and screened, taking advantage of existing mature trees and incorporating new planting, means it integrates more successfully in the landscape.



CI2: Conserve and enhance the significance of heritage assets

Expected	<p>Retain non-listed buildings/structures which make a positive contribution to the significance of a conservation area, or are non-designated heritage assets, in line with policy E5.</p> <p>Design proposals to respect and enhance the settings of all relevant heritage assets, including creating and respecting publicly accessible framed views of heritage landmarks.</p> <p>Include appropriate interpretation of heritage sites within development proposals, including signage.</p>
Policy links	<p>CS10: Safeguarding local heritage assets</p> <p>E5: Historic environment and heritage</p>



Fig. 11. Examples of recent design that is sympathetic to the local context including heritage settings.

Top left: St George’s Chapel pavilion in the heart of Great Yarmouth. Architect: Hopkins Architects

Top right: Hunsett Mill, Stalham, Norfolk. Architect: Acme

Bottom left: New wing at Brentwood School, Essex sits comfortably alongside historic buldings. Architect: Cottrell and Vermeulen.

Bottom right: Contemporary design using traditional materials within the heritage setting at Ely Museum. Architect: HAT Projects



CI3: Create a positive and distinctive sense of place for new development

Required	Develop a clear design approach for all development which will create, or reinforce, a distinctive and place-specific local identity. Use the Design & Access Statement to demonstrate how this has been achieved.
Expected	<p>Include distinctive, beautiful and unique features within major development. Features may include landmark buildings, high quality public art, public realm and landscaping.</p> <p>Create a range of character areas within large-scale housing developments which comprise significant extensions to existing settlements (such as those allocated by Policies <a href="#">CS18</a>, <a href="#">GN1</a> and <a href="#">CA1</a>) to achieve a clear design identity for each street or cluster. This can be achieved through the use of different approaches to layout, house designs, or variation in materials and details.</p> <p>Include a range of house types on larger developments, with a clear design-led rationale for their usage and placement. Standard house types must not be used without being adapted to create a distinct local identity.</p> <p>Refer to development type requirements in <a href="#">6.1</a>.</p>
Policy links	<a href="#">CS9: Encouraging well-designed, distinctive places</a> <a href="#">A2: Housing design principles</a>



Fig. 12. Examples of large sites with clearly defined character to different parts of the development, achieved through careful masterplanning.

Left: Great Kneighton, Cambridge showing areas with long, linear building forms (top) running perpendicular to streets, contrasting with terraced homes with gable ends facing the street, (middle) which articulate each dwelling, and terraces which have their eaves to street (bottom).

Right: New Hall, Harlow where a broadly perimeter block layout shows variation in design and materiality which is clearly visible from the air as well as on the ground. Each block is relatively uniform in itself, with repeated house types, but as a whole the development has variety.

Both developments show a legible and well-defined street layout using a broadly gridded arrangement.

**CI4: Use external materials and detailing which complement the local context and are appropriate for the local climate**

Expected	<p>Use materials and details which reflect the local vernacular, unless a clear design-led rationale is presented for an alternative approach. A description of the most commonly found materials in Great Yarmouth Borough can be found in <a href="#">chapter 2</a>, and more detailed descriptions of materials in existing character areas can be found in <a href="#">chapter 5</a>.</p> <p>In most locations, use a single primary material for external elevations with contrasting materials used for details and secondary features only.</p> <p>Use materials and details which are robust and suitable for the local climate, in particular in waterside and marine settings.</p> <p>Alterations and energy efficiency improvements should not obscure high quality existing external materials such as brick and flint work. Replacement windows, balcony metalwork and similar should be of similar quality as the existing – uPVC windows, doors, fascias and cladding are not generally acceptable.</p>
Policy links	<a href="#">CS9: Encouraging well-designed, distinctive places</a>

**Useful resources:**

- National Model Design Code - <https://www.gov.uk/government/publications/national-model-design-code>
- National Design Guide - <https://www.gov.uk/government/publications/national-design-guide>
- Historic England's website has a wide range of resources on planning, design and the historic environment - <https://historicengland.org.uk/advice/find/a-z-publications/>
- CABE's guide Creating Successful Masterplans is, while dating from 2004, a highly useful and relevant guide to masterplanning large development sites - <https://webarchive.nationalarchives.gov.uk/ukgwa/20110118095356/http://www.cabe.org.uk/files/creating-successful-masterplans.pdf>





Fig. 13. New housing developments creating attractive places at a range of scales that successfully address the public realm and use materials relevant to the Great Yarmouth context.

Top: Tibby's Yard, Southwold uses typical Suffolk materials and colours, and attractive low brick walls as boundary treatments. Architect: Ash Sakula

Middle left: townhouses with integrated garages facing a well-landscaped public realm at Great Kneighton, Cambridge. Architect: Proctor Matthews.

Middle right: Molenplein, Den Helder, the Netherlands has a varied and informal streetscape creating high-density, low-rise development using simple materials. Architect: Tony Fretton

Bottom left: Traditional East Suffolk brick and pantile used with a very simple and efficient form, attractively composed, at Walberswick. Architect: Dow Jones.

Bottom right: detached homes with attached garages in an orderly mews-style development at Pewsey, Wiltshire. Architect: Tony Fretton

### 4.3 Streets, movement and parking

Successful places have an intuitive, safe and well-connected movement network that prioritises walking and cycling and the needs of vulnerable user groups, and minimises the impact of necessary vehicle movement. Streets and movement routes should be attractive, contributing to the distinctive sense of identity in new development and reinforcing the positive character of existing neighbourhoods.

General note: this section must be read in conjunction with Norfolk County Council’s Safe, Sustainable Development Aims and Guidance Notes<sup>1</sup>. This sets out the aims, requirements and technical standards for the provision of new and altered highways infrastructure for all users, and indicates what will be acceptable to Norfolk County Council as the Local Highways Authority.

See also the code requirements in [4.4 Public open space, nature and water](#)

**SM1: Create a walkable and integrated network of streets and pedestrian/cycle routes.**

Required	Integrate all relevant strategic walking and cycling routes into site layouts and demonstrate through the Design & Access Statement submitted.
Expected	<p>Design major developments around a clear hierarchy of connected streets which are orientated to address key pedestrian desire lines, promote permeability and create a legible environment.</p> <p>Use site layouts to link existing streets, paths and cycle routes in the wider area, and to create new cycling and walking routes that connect local destinations.</p> <p>Make connections and through routes to adjoining land and highways, to improve permeability and to avoid sterilising future sites for development.</p> <p>Avoid cul-de-sacs that do not include pedestrian and cycling rights of way forming through routes to the wider movement network. Cul-de-sacs and private drives are acceptable only as tertiary streets serving five homes or fewer.</p>
Policy links	<p><a href="#">GSP7: Potential strategic cycling and pedestrian routes</a></p> <p><a href="#">CS9: Encouraging well-designed, distinctive places</a></p> <p><a href="#">A2: Housing design principles</a></p>

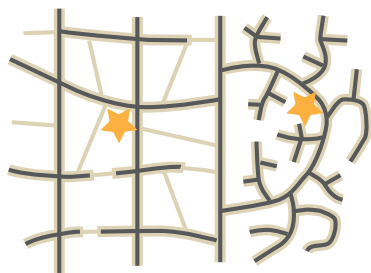


Fig. 14. Diagram showing different approaches to movement networks.

Left: integrated permeable movement network with pedestrian and cycle routes that follow direct desire lines to destinations while vehicle traffic is restricted.

Right: non-permeable movement network where pedestrian and cycle routes are not quicker or more direct than vehicle routes and do not follow desire lines to destinations.

<sup>1</sup> <https://www.norfolk.gov.uk/rubbish-recycling-and-waste/planning/planning-applications/highway-guidance-for-development/publications>



**SM2: Design movement routes to clear and consistent standards which prioritise vulnerable users, children, pedestrians and cyclists.**

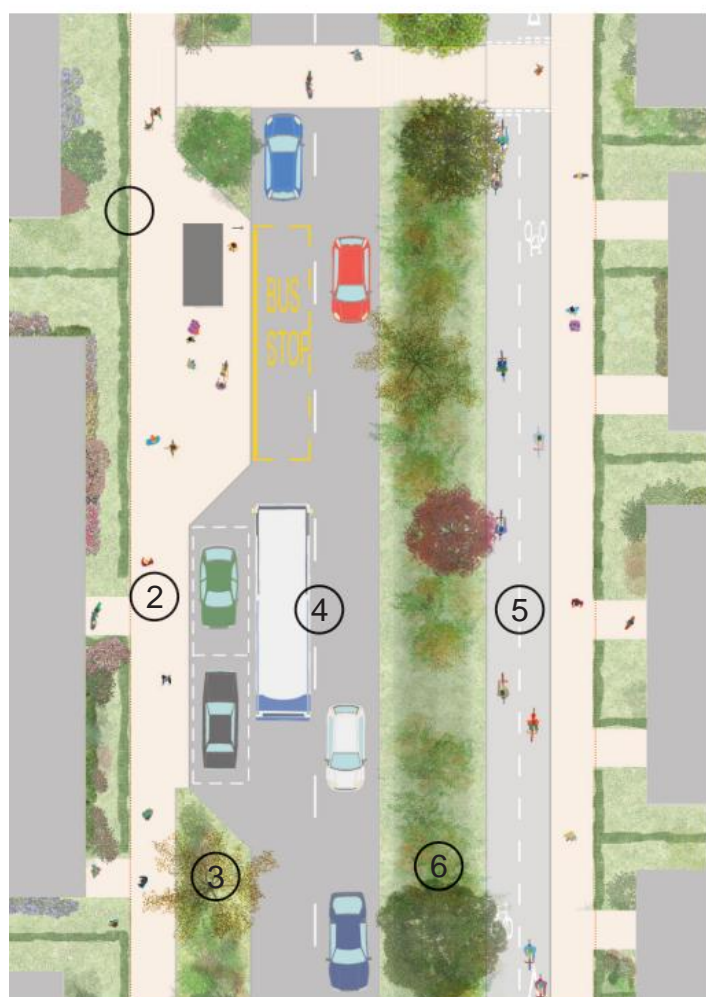
Required	Design all movement routes to be safe and accessible to all members of the community and demonstrate through Design & Access Statement
Expected	<p>Consider the needs of all users, including physically disabled people, people with visual impairments, and neurodiverse people, in the design of streets and movement routes.</p> <p>Include separate cycle lanes on all new streets other than local and tertiary streets.</p> <p>Use design to passively slow vehicle movements, for example through narrowing the carriageway, choice of surface materials, trees and landscape features.</p> <p>Integrate high quality wayfinding features and signage, and lighting, into the design of movement routes.</p> <p>Apply the design principles and standards within Manual for Streets 1 and 2, LTN 1/20, NCC Safe and Sustainable Development Guide</p>
Best practice	Accessibility audit and dedicated report
Policy links	<a href="#">CS9: Encouraging well-designed, distinctive places</a> <a href="#">A2: Housing design principles</a>



- 9. Street Hierarchy:** A typical neighbourhood street hierarchy. All of these streets would include frontage access.
- Primary street:** Arterial, ring road or relief road with dedicated lanes for cycles and public transport, where possible.
- High Street:** Primary or Secondary street that acts as a focus for retail and other services.
- Secondary Street:** Mainly carry local traffic and provide access into neighbourhoods; they are often the location of schools and community facilities and may also be residential streets in themselves.
- Local Street:** Residential streets with managed traffic flows to prioritise active travel. They provide access to homes and support active travel, social interaction and health and wellbeing.
- Tertiary street:** These are used for servicing or for access to small groups or clusters of homes. They can be lanes, mews courts, alleyways or cul-de-sacs.
- Multi-functional streets and other spaces:** High Streets and secondary streets are at the centre of public life and support a wide range of activity. They can prioritise pedestrian and cycle movement while making it easy to get to their edges and beyond by public transport.

Fig. 15. Diagram from the National Model Design Code illustrating the different levels in the street hierarchy.

Fig. 16. Example new primary street layout



Privately owned

Public realm  
(adopted/unadopted)

Privately owned

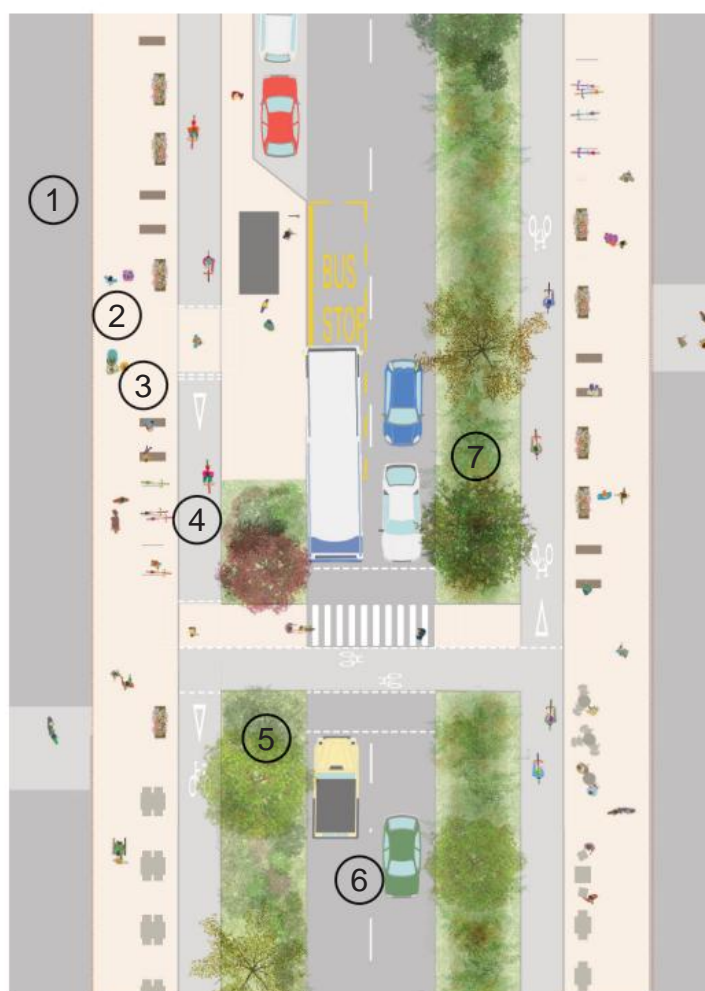
1. Hedge to front property boundary
2. Footway (minimum 2m wide)
3. SuDS with street trees, bus stops, visitor parking (swales or rain gardens linked with culverts under hard landscaped buildouts)
4. Two-way carriageway
5. Two-way fully segregated cycle track (min 3m wide)
6. Street tree species to reach 12m height, 5.5m diameter at 25 years. Canopy to be kept at least 3.2m above ground level



Example: New Hall, Harlow



Fig. 17. Example new high street layout



1. Building line at rear of footway typically
2. Footway (minimum 2m wide) next to building line, to be kept unobstructed of outdoor seating, A-boards, signage, lighting columns
3. 2m wide area for outdoor seating, play on the way, cycle parking.
4. Fully segregated cycle track on both sides of street (each lane minimum 2m wide)
5. Multifunctional SuDS zone with street trees, bus stops, drop-off/delivery bays, blue badge parking. SuDS to be swales or rain gardens linked with culverts under hard landscaped buildouts.
6. Two-way carriageway
7. Street tree species to reach 12m height, 5.5m diameter at 25 years. Canopy to be kept at least 3.2m above ground level

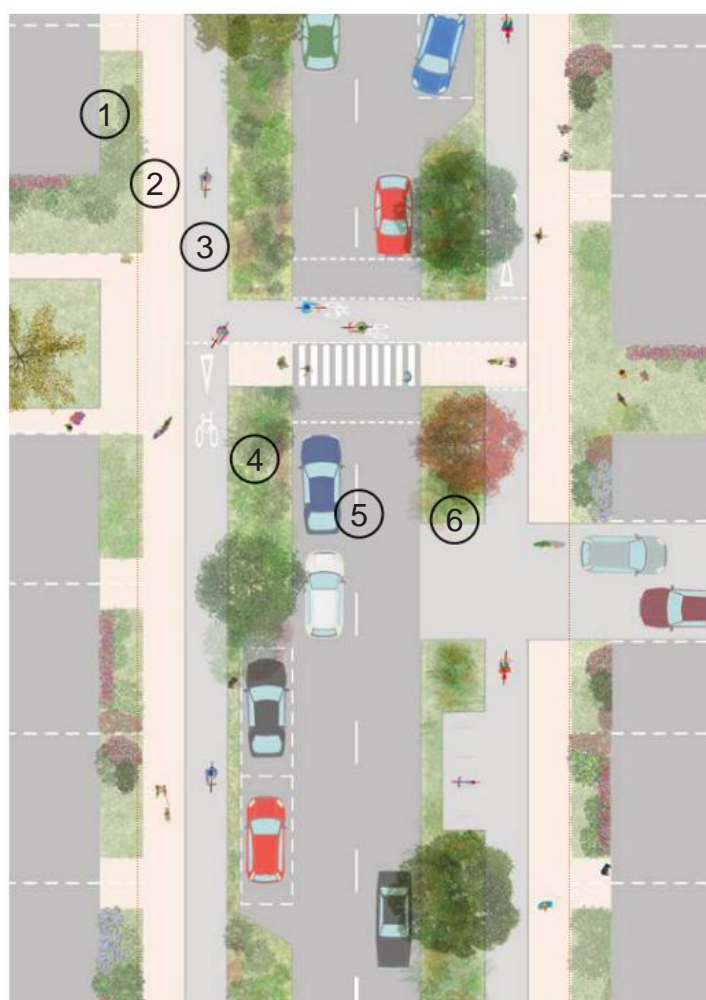


Examples of High Streets with cycle tracks, SuDS, trees and seating alongside necessary vehicle traffic.

Top: Eastcote High Street SuDS.

Bottom: Floating bus stop, Woolwich Road, London

Fig. 18. Example new secondary street layout with segregated cycleway both sides



1. Low level planting to front of plots
2. Footway (minimum 2m wide)
3. Fully segregated cycle track on both sides of street (each lane minimum 2m wide)
4. Multifunctional SuDS zone with street trees, visitor car and cycle parking, social seating areas. SuDS to be swales or rain gardens linked with culverts under hard landscaped buildouts.
5. Two-way carriageway
6. Street tree species to reach 10m height, 5.5m diameter at 25 years. Canopy to be kept at least 3.2m above ground level



Example of secondary streets: generous footways separated from the carriageway by street trees provide a place for informal socialising at the doorstep at Eddington, Cambridge



Fig. 19. Example new secondary street layout with on-street cycling



Privately  
owned

Public realm  
(adopted/unadopted)

Privately  
owned

On-street cycling is only suitable for streets with a 20mph speed limit and under 2000 vehicle movements per day

1. Hedge or low level planting to front of plots
2. Footway (minimum 2m wide)
3. Multifunctional SuDS zone with street trees, visitor car and cycle parking, social seating areas. SuDS to be swales or rain gardens linked with culverts under hard landscaped buildouts.
4. Two-way carriageway with on-street cycling
5. Street tree species to reach 10m height, 5.5m diameter at 25 years. Canopy to be kept at least 3.2m above ground level

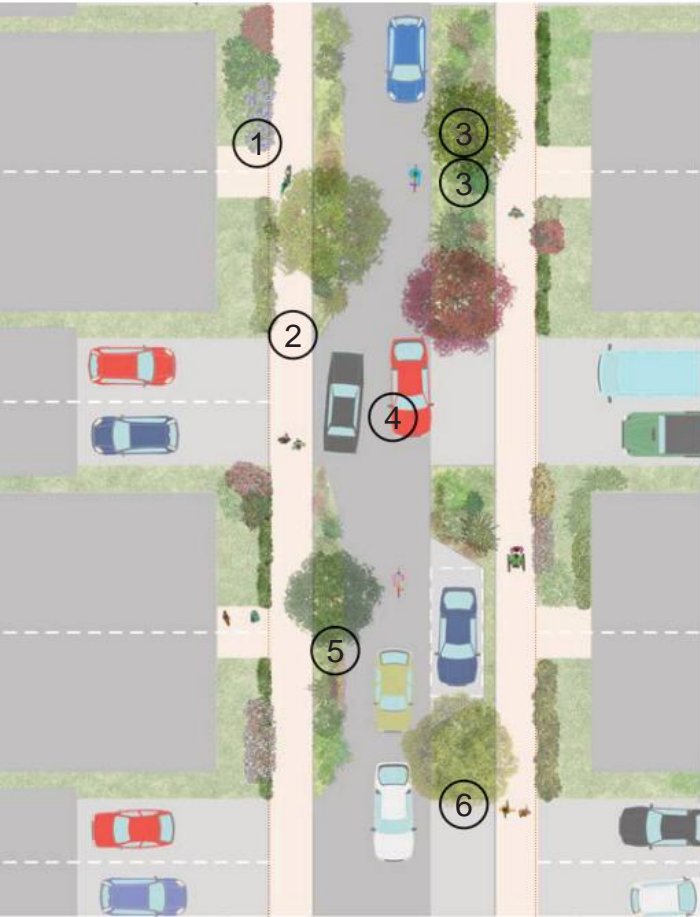


Examples of secondary streets:

Top: Vauban, Freiburg

Bottom: Eddington, Cambridge

Fig. 20. Example new local street layout



Privately owned      Public realm (adopted/unadopted)      Privately owned

On-street cycling is only suitable for streets with a 20mph speed limit and under 2000 vehicle movements per day

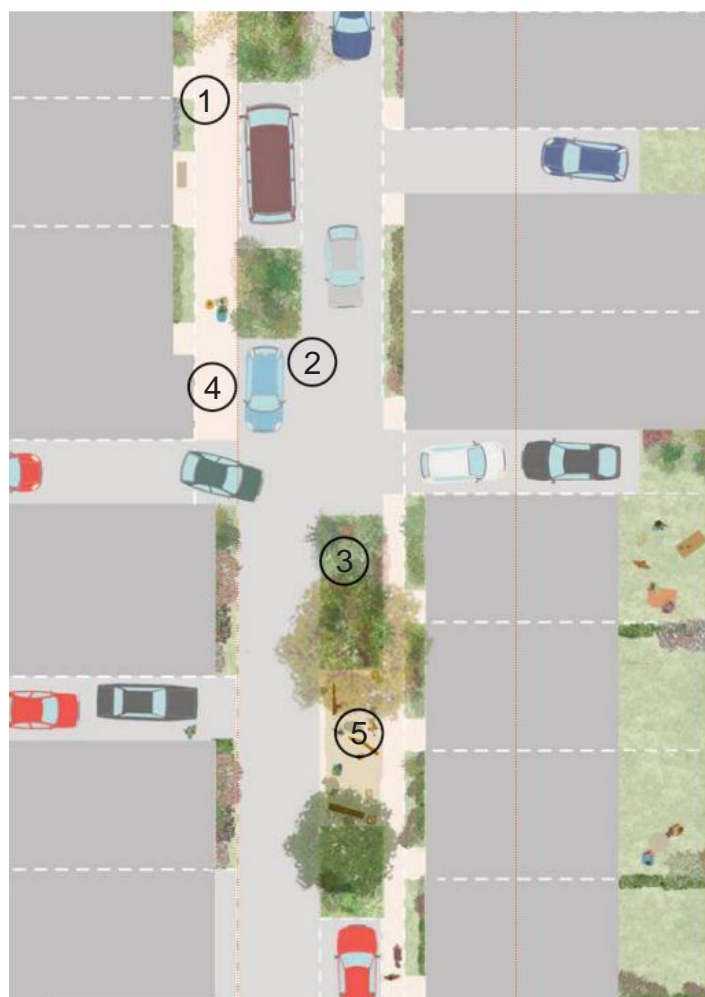
- 1. Hedge or low level planting to front of plots
- 2. Footway (minimum 2m wide)
- 3. Multifunctional SuDS zone with street trees, visitor car and cycle parking, social seating areas. SuDS to be swales or rain gardens linked with culverts under hard landscaped buildouts.
- 4. Two-way carriageway with on-street cycling
- 5. Build-outs with street trees to narrow carriageway, slow traffic and deter kerbside parking.
- 6. Street tree species to reach 10m height, 5.5m diameter at 25 years. Canopy to be kept at least 3.2m above ground level



Example of local residential streets at Great Kneighton, Cambridge



Fig. 21. Example new tertiary street layout (green mews type, shared space)



Privately owned      Public realm (adopted/unadopted)      Privately owned

Shared space layouts are only suitable for low-traffic streets with no through route for vehicles.

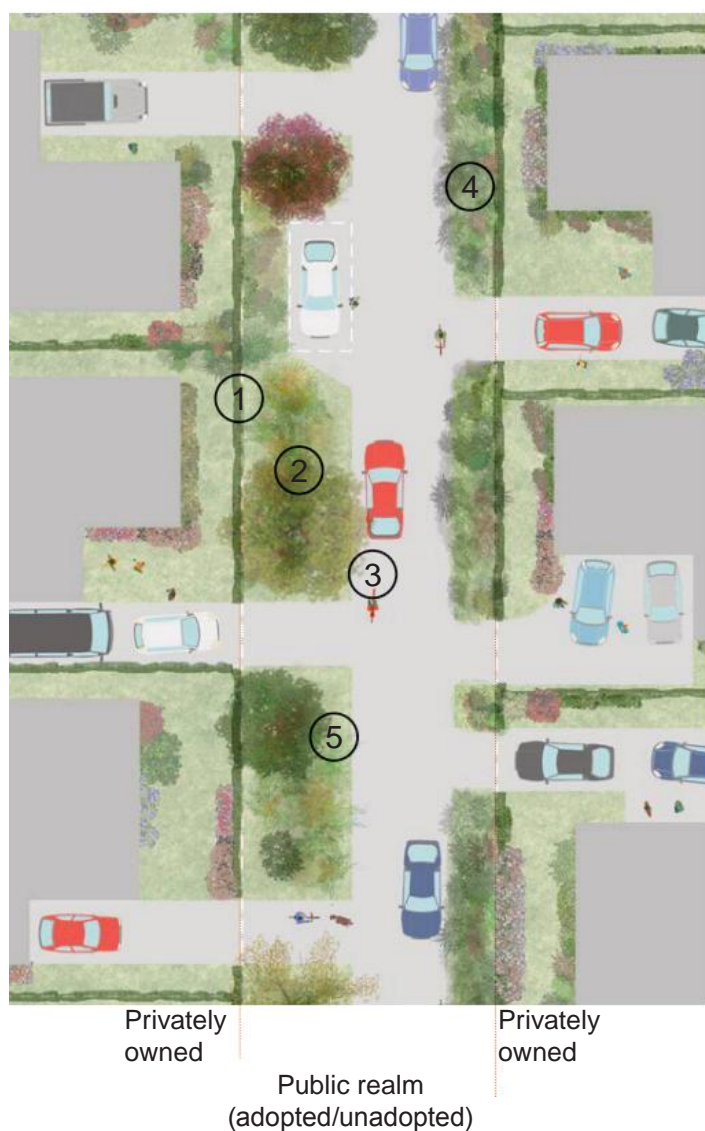
1. Low level wall, railings or low level planting to front of plots with little or no setback to building line
2. Shared space carriageway for walking, cycling and pedestrians designed to slow vehicle movements to walking speed
3. Multifunctional SuDS zone with street trees, visitor car and cycle parking, social seating areas. SuDS to be swales or rain gardens linked with culverts under hard landscaped buildouts.
4. Footway between SuDS / multifunctional zone and private boundaries (minimum 2m wide where present)
5. Street tree species to reach 10m height, 5.5m diameter at 25 years. Canopy to be kept at least 3.2m above ground level



Example of local residential streets: Great Kneighton, Cambridge



Fig. 22. Example tertiary street layout (rural lane type)



Shared space layouts are only suitable for low-traffic streets with no through route for vehicles.

1. Hedge or low level planting to front of plots with generous setback to building line
2. Soft verge / SuDS zone with street trees
3. Shared space carriageway for walking, cycling and pedestrians designed to slow vehicle movements to walking speed
4. Soft verge / swale on both sides of street
5. Street tree species to reach 10m height, 5.5m diameter at 25 years. Canopy to be kept at least 3.2m above ground level

**SM3: Create multifunctional streets which contribute to creating vibrant and active communities.**

Expected	Integrate seating, informal play and other functional features into the design of streets and movement routes at all levels of the street hierarchy.  Design local and tertiary streets as low-speed public realm following homezone/Woonerf street principles to encourage outdoor play and social contact.
Policy links	<a href="#">A2: Housing design principles</a>



Fig. 23. Examples of multi-functional streets which allow necessary vehicle access but prioritise pedestrians and include play features, planting and social spaces.

Top left: Marmalade Lane, Cambridge

Top right: Van Gogh Walk, London

Middle left: Woonerf street, Netherlands

Middle right: Lime Tree Square

Bottom left: Great Kneighton, Cambridge



**SM4: Ensure the amount and design of cycle parking and storage incentivises cycling on an everyday basis.**

Required	<p>Meet NCC minimum requirements for the amount and design of cycle storage and parking across all forms of development.</p> <p>Show location, type and specification of cycle storage and parking within Design &amp; Access Statement as well as Transport Statement / Transport Assessment (where applicable)</p>
Expected	<p>Meet the following requirements for cycle storage in order to meet household needs in full, including cycles for children, for sport and leisure, and for visitors.</p> <ul style="list-style-type: none"> <li>• For dwellings and HMOs, provide 1 resident cycle space per bedspace, and 1 visitor space per dwelling (which can be uncovered and outside of a secure enclosure, e.g. a Sheffield stand).</li> <li>• For retirement housing, provide 1 secure resident cycle space, and one visitor cycle space, per two bedspaces. Many older people use cycles, and in particular e-bikes, for exercise and leisure.</li> <li>• For all residential cycle storage, provide one electric outlet per two cycle spaces to facilitate e-bike charging.</li> <li>• Provide adequate secure cycle storage to accommodate at least one cargo bike per dwelling.</li> <li>• Cycle storage must be additional to garages counted as an allocated parking space.</li> <li>• Cycle storage can be within curtilage of dwelling but must be secure and covered e.g. cycle locker; dedicated store/shed; dedicated space within hallway/ secure porch; dedicated space within expanded garage.</li> </ul> <p>Locate cycle storage closer to entrance doors, than car parking/ storage.</p> <p>Ensure cycle storage is secure and naturally overlooked to deter theft.</p>
Policy links	<a href="#">A2: Housing design principles</a>

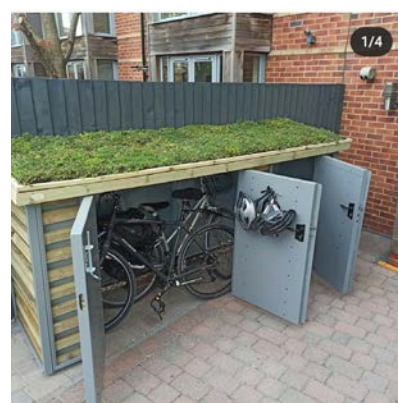


Fig. 24. Examples of attractive and functional cycle storage.

Left: Secure cycle store in Edinburgh has good visibility, deterring theft.

Right: cycle store and refuse store combined in an attractive and durable enclosure as part of front curtilage yard space.

**SM5: Ensure that the amount and design of car parking and storage is adequate and designed to minimize antisocial parking**

Required	Show location, type and specification of car storage and parking and justify the quantity of provision within Design & Access Statement
Expected	<p>Have regard to NCC minimum requirements for the amount and design of car storage and parking across all forms of development.</p> <p>Provide lower levels of car parking in areas with good public transport, walking and cycling connections to local destinations, where this improves the overall design of the development. Use Public Transport Accessibility Levels and/or isochrone walking and cycling analysis to determine where lower levels of parking provision may be appropriate</p> <p>Include a mix of parking solutions (on-plot, on-street, shared parking areas/courts) to avoid a car-dominated environment.</p> <p>Avoid continuous front curtilage parking. Only include front curtilage parking where landscaping or a front garden can also be provided to reduce the visual impact of cars.</p> <p>Avoid rear parking courts unless they are well-overlooked, secure, small in scale and well-related to the car-owners property.</p> <p>Do not position garages (integrated or detached) forward of the front elevation of the associated dwelling to ensure garaging does not dominate the streetscene.</p> <p>Prevent pavement parking through well-designed physical deterrents along the kerb line, such as planting beds/SuDS features, bollards and/or street trees.</p> <p>Deter unplanned on-street parking through the design and layout of streets, and through inclusion and enforcement of parking restrictions.</p> <p>Use unallocated resident and visitor parking in mixed-use developments to reduce the overall amount of parking needed.</p> <p>Ensure visitor and employee parking includes electric car charging points and infrastructure to permit future additional charging points.</p>
Best practice	<p>Include car club provision as part of residential and mixed-use development.</p> <p>Design charging infrastructure to accommodate other vehicles including mobility scooters, electric cycles and electric buses.</p> <p>Provide electric car charging points (minimum of 7kW) within developments at the following levels:</p> <ul style="list-style-type: none"> <li>• Dwellings with private parking: 1 charge point per dwelling (100% active)</li> <li>• Communal parking areas: 1 charge per parking space (50% active, 50% passive)</li> <li>• Employment: 30% with active charge points, and 30% with passive.</li> <li>• Retail: 20% of bays with active charge points, and 20% with passive.</li> </ul>
Policy links	<p><a href="#">I1: Vehicle parking for development</a></p> <p><a href="#">A2: Housing design principles</a></p>



## Preventing antisocial parking

On-street parking in designated bay helps accommodate delivery vehicles, service vehicles, visitor and overspill parking. However, uncontrolled parking at the kerbside can create a streetscape dominated by cars, and pavement parking reduces accessibility and safety for pedestrians, particularly vulnerable users including wheelchair users, users of pushchairs, and children.

Drivers will usually choose the easiest place to park, which is closest to their destination, even if this impacts other users and even when there are plenty of other spaces nearby. Pavement parking is rarely a symptom of inadequate provision of parking in the wider area. Use of planting, well-designed bollards at a spacing of 5m, street trees and other features will prevent pavement parking and ensure drivers park in designated visitor parking on the site.



Fig. 25. Examples of well-designed new developments that include on-street parking in a controlled way and deter unplanned parking.

Top left: SuDS used to prevent pavement parking by design. Image from the CIRIA SuDS Manual.

Top right: On-street parking between street trees, Greenhithe.

Middle left and right: use of bollars, trees and boundary treatments to deter unplanned parking, Lacuna, West Malling.

Bottom: SuDS used to prevent pavement parking at the Channels, Chelmsford.



**SM6: Ensure adequate and well-designed access for servicing vehicles**

Required	Analyse the requirements of the development in terms of size, numbers and types of commercial vehicles visiting and demonstrate that sufficient service vehicle provision is being made.
Expected	Design servicing access and dedicated service yards to be attractive and safe.  Design servicing areas to be multi-functional outside of servicing periods, and integrated into the wider public realm design.
Policy links	<a href="#">CS9(e) - Encouraging well-designed, distinctive places</a>

**Useful resources:**

- Manual for Streets (2007) - <https://www.gov.uk/government/publications/manual-for-streets>
- Manual for Streets 2 (2010) - <https://www.ciht.org.uk/media/9351/manual-for-streets-2.pdf>
- Cycle Infrastructure Design Local Transport Note (LTN 1/20) - <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>
- Historic England Streets for All (advice for highway and public realm works in historic places) - <https://historicengland.org.uk/images-books/publications/streets-for-all/>
- Norfolk County Council's Safe, Sustainable Development Aims and Guidance Notes - <https://www.norfolk.gov.uk/-/media/norfolk/downloads/rubbish-recycling-planning/planning/safe-sustainable-development-2022.pdf>
- Sport England Active Design Guidance - <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>

## 4.4 Public open space, nature and water

Communities must have access to good quality open spaces, and to nature and water, in order to support physical and mental health and wellbeing. Development must provide spaces that meet these needs, alongside improving the biodiversity of the local area. Biodiversity must also be improved through the provision of habitats as part of buildings themselves.

Green Infrastructure refers to the network of green and blue (water) spaces that support health and wellbeing, wildlife and carbon capture. Strengthening and extending the area’s Green Infrastructure network is a strategic aim of the Borough Council. This means creating and enhancing a network of green and blue corridors within development which join up wider habitats.

See also:

- [CC6: Ensure development is flood safe and flood resilient](#)
- [CC7: Reduce the risk of surface water flooding on and around the site](#)

**PS1: Integrate existing natural features, including water and trees, in site layouts**

Expected	Undertake and evidence a thorough analysis of existing site features and trees at an early stage to guide a landscape-led design approach  Ensure development in urban neighbourhoods does not result in a net loss of green cover.
Policy links	<a href="#">CS11: Enhancing the natural environment</a> <a href="#">E4: Trees and landscape</a> <a href="#">A2: Housing design principles</a>



Fig. 26. Examples of housing where existing mature trees and landscape features are used as the focal point of the layout.  
Left: Carrowbreck Meadow  
Right: The Avenue Saffron Walden

**PS2: Provide a sufficient quantity, type, and quality, of public open space and green infrastructure with development**

Required	Quantity of open space provided must comply with <a href="#">Open Space SPD<sup>2</sup></a> - numerical and some guidance on typology design requirements in Appendix 2.
Expected	<p>Integrate an appropriate range of public spaces, including green spaces, into development proposals.</p> <p>Design public spaces to be well overlooked, have a clear purpose and be in an accessible location within the development.</p> <p>Ensure public spaces include natural features, contribute to on-site biodiversity and minimise surface water run-off through use of SuDS. (Refer to <a href="#">CC7</a>)</p> <p>Consider the needs of all users, including physically disabled people, people with visual impairments, and neurodiverse people, in the design of public spaces.</p> <p>Cater for a wide range of activities in public spaces, including meeting, resting, playing, holding events, sport and recreation, and be multi-functional where possible.</p>
Best practice	Meet the urban greening factors set out in Natural England's Green Infrastructure Standards of 0.3 for commercial development, 0.4 for residential brownfield development and 0.5 for residential greenfield development.
Policy links	<a href="#">GSP6: Green Infrastructure</a> <a href="#">H4: Open space for new housing development</a>



Fig. 27. Examples of public open space performing a range of functions, including biodiversity, play and informal recreation.

Left: St Chads, Thurrock, Bell Phillips Architects.

Right: Granville Estate, London, PTEa



**PS3: Ensure public access to watercourses**

Expected	<p>Create and/or retain public access to edge of watercourses and water bodies, with sufficient buffer zones to allow for maintenance and current/future flood defences.</p> <p>Design the level of waterside paths and public spaces so that a visual connection to the water can be maintained in relation to future flood defence levels.</p>
Policy links	<p><a href="#">CS17(f) - Regenerating Great Yarmouth's Waterfront</a></p> <p><a href="#">CS9(a) - Encouraging well-designed, distinctive places</a></p>

**PS4: Improve biodiversity on and around the development site**

Required	Design development to maximize the opportunity of securing at least 10% biodiversity net gain on-site.
Expected	<p>Use the location, type and design of open spaces to improve the connectivity of wildlife habitats in the wider area, including the potential to connect to habitats that may be created through future adjacent development.</p> <p>Design open spaces to include a range of habitats which are suitable to the setting and climate of the site.</p> <p>Include habitat creation in the design of buildings, including car and cycle storage and parking structures, such as green roofs; climbing plants on walls; integral bird and bat boxes; insect habitats. Design fencing and walls to allow for movement of small mammals such as hedgehogs.</p> <p>Avoid the installation of green features which require extensive or specialist maintenance, such as 'living walls'. Climbing plants rooted at ground level are preferred</p>
Policy links	<a href="#">CS11: Enhancing the natural environment</a>



Fig. 28. Public realm next to watercourses and water bodies can take many forms, from busy urban environments supporting socialising, to peaceful neighbourhood ponds providing calm and relaxation.

Left: Bristol waterfront. Right: Example from [English Urban Design Manual](#)

**PS5: Include street trees along movement routes and as part of public spaces**

Expected	<p>All new streets to have suitable trees at regular intervals, chosen from species that are climate adapted and mature to a scale that provides substantial canopy cover</p> <p>Include new street trees on existing streets where possible as part of regeneration and redevelopment in existing neighbourhoods.</p> <p>Position street trees on median strips, in verges, between parking bays, and/or on pavements of sufficient width.</p> <p>On sites close to the sea, plant salt tolerant species such as Whitebeam or Holm Oak. Hawthorn and Pendunculate Oak are also tolerant of cold exposed sites.</p> <p>Plant tree species which are resilient to hotter summers and wetter winters resulting from climate change.</p> <p>Avoid planting non-native ornamental species within rural settings.</p> <p>Plant trees which have a mature height, spread and canopy height that works with its functional setting, for example avoiding species with low-level branches next to footways and carriageways</p>
Policy links	<a href="#">A2: Housing design principles</a>

**Useful resources:**

- Natural England's Green Infrastructure Standards (2023) - <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>
- Sensory Trust guidance on accessibility (<https://www.sensorytrust.org.uk/uploads/documents/ByAllReasonableMeansEnglandAug2020.pdf>)
- Greater Norwich active environments analysis on green infrastructure and spaces to be released march (but may be pushed back)
- Urban Tree Manual - <https://www.forestresearch.gov.uk/tools-and-resources/fthr/urban-tree-manual/>
- Trees and Design Action Group resources - <https://www.tdag.org.uk/trees-planning-and-development.html>





Fig. 29. Examples of street tree planting.

Top left: new street trees planted in existing relatively narrow street. Mature trees at the end of the street show the benefit that trees at the scale of buildings can bring in Walthamstow, London

Top right: New street trees in a narrow mews lane street type at Great Kneighton, Cambridge

Middle left: Tall, narrow spread trees can be integrated in narrow urban settings as here in Winnipeg.

Middle right: Trees can make streets feel wider and frame spaces for seating as here in Paris.

Bottom left: Trees provide important shade and greening to larger urban spaces as at Eddington, Cambridge

Bottom right: Large street trees working well with new planting, even close to new homes at Elephant Park, London



4.5 Built form

Development should take an appropriate scale, form and pattern (sometimes referred to as typology) for its site and its function. This means using the site as effectively as possible to create good quality places that are inviting, characterful and active.

Most aspects of built form should be designed with reference to area specific code requirements. In this section, general principles are set out to ensure that development takes an appropriate form for the site, with regard to its location and context.

**BF1: Create a scale, form and pattern of development that is structured and integrates with the scale of its context**

Required	Demonstrate a clear design rationale for the scale, form and pattern of development through the Design & Access Statement.
Expected	Create a clear hierarchy of landmark and background buildings through scale, form and massing.  Ensure the scale and form of development at the site edges is well-integrated with its context and avoids abrupt changes in scale. Care should be taken to relate well to adjacent buildings and avoid extensive flank walls at party wall boundaries.  Provide 3D visualisations of the proposal in context and from a variety of viewpoints that are, or will be, publicly accessible, including representation of development during the phasing process where appropriate.  Refer to area specific code requirements regarding the form of development that is appropriate to the site.
Policy links	<a href="#">CS1: Focusing on a sustainable future</a> <a href="#">CS9: Encouraging well-designed, distinctive places</a> <a href="#">A2: Housing design principles</a>



Fig. 30. Examples of new buildings integrating well in very different contexts.

Left: housing sits comfortably in a rural context by using local materials, simple forms and hedges to form boundaries to the countryside at Salamanca Farm, Norfolk. Architect: A-Squared.

Right: Clear street pattern and design rationale with considered scale and massing at Goldsmith Street. Architect: Mikhail Riches

**BF2: Ensure an appropriate sense of enclosure of streets and public spaces, and clear relationships between public and private space**

Expected	<p>Buildings, and their main entrances, should face streets with private areas to the rear of the buildings.</p> <p>Create a visual sense of enclosure with a good relationship between the height and massing of buildings, landscape features (including trees) and the street. In urban settings, local centres and high streets, building heights should be equal or greater than the width of the space between them. In other locations, building heights should be approximately half the width of the space between them. In lower density locations, the scale of street trees should be at least as tall as buildings when mature.</p> <p>Development should effectively turn corners at street junctions to avoid long blank walls and non-active frontages.</p> <p>Avoid areas of publicly accessible open space without a clear function.</p> <p>Refer to area specific code requirements for detailed requirements regarding building frontages and boundary treatments enclosing the public realm.</p>
Policy links	<p><a href="#">CS9: Encouraging well-designed, distinctive places</a></p> <p><a href="#">A1: Amenity</a></p> <p><a href="#">A2: Housing design principles</a></p>

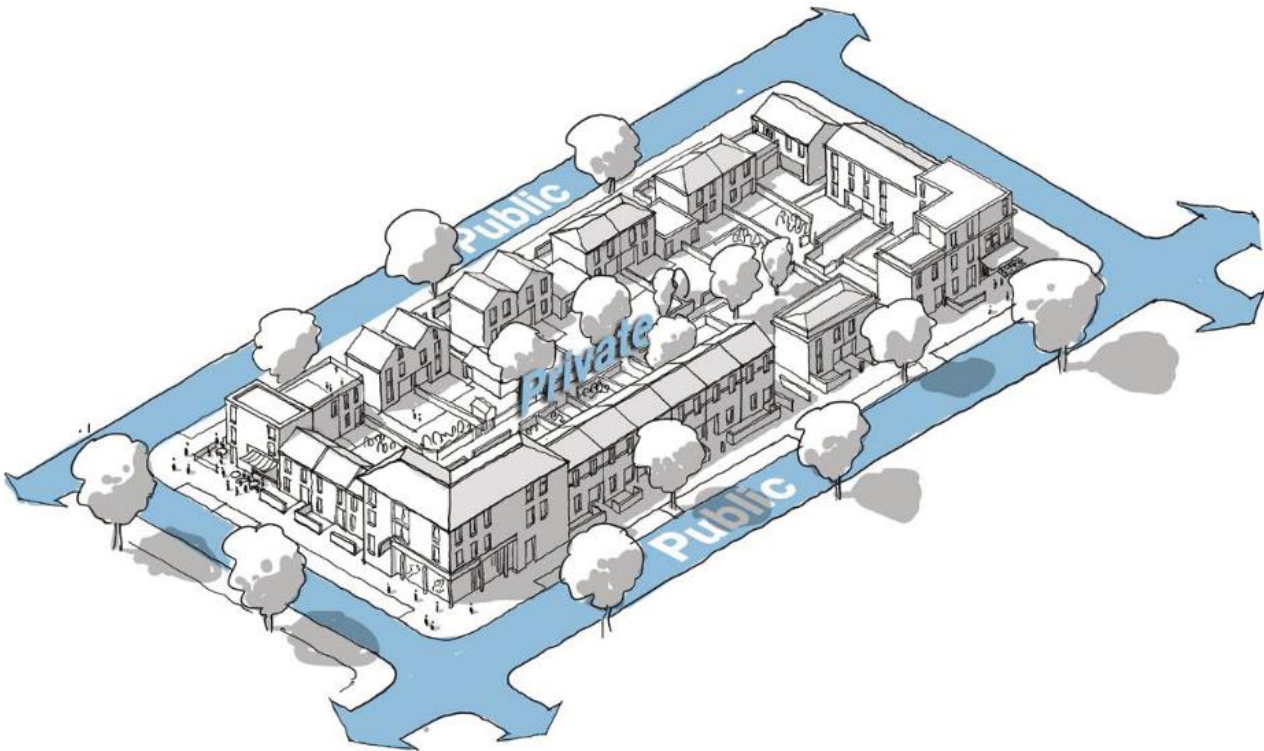


Fig. 31. Diagram from Natonal Model Design Code showing clear enclosure and differentiation between public and privee space within a block structure.

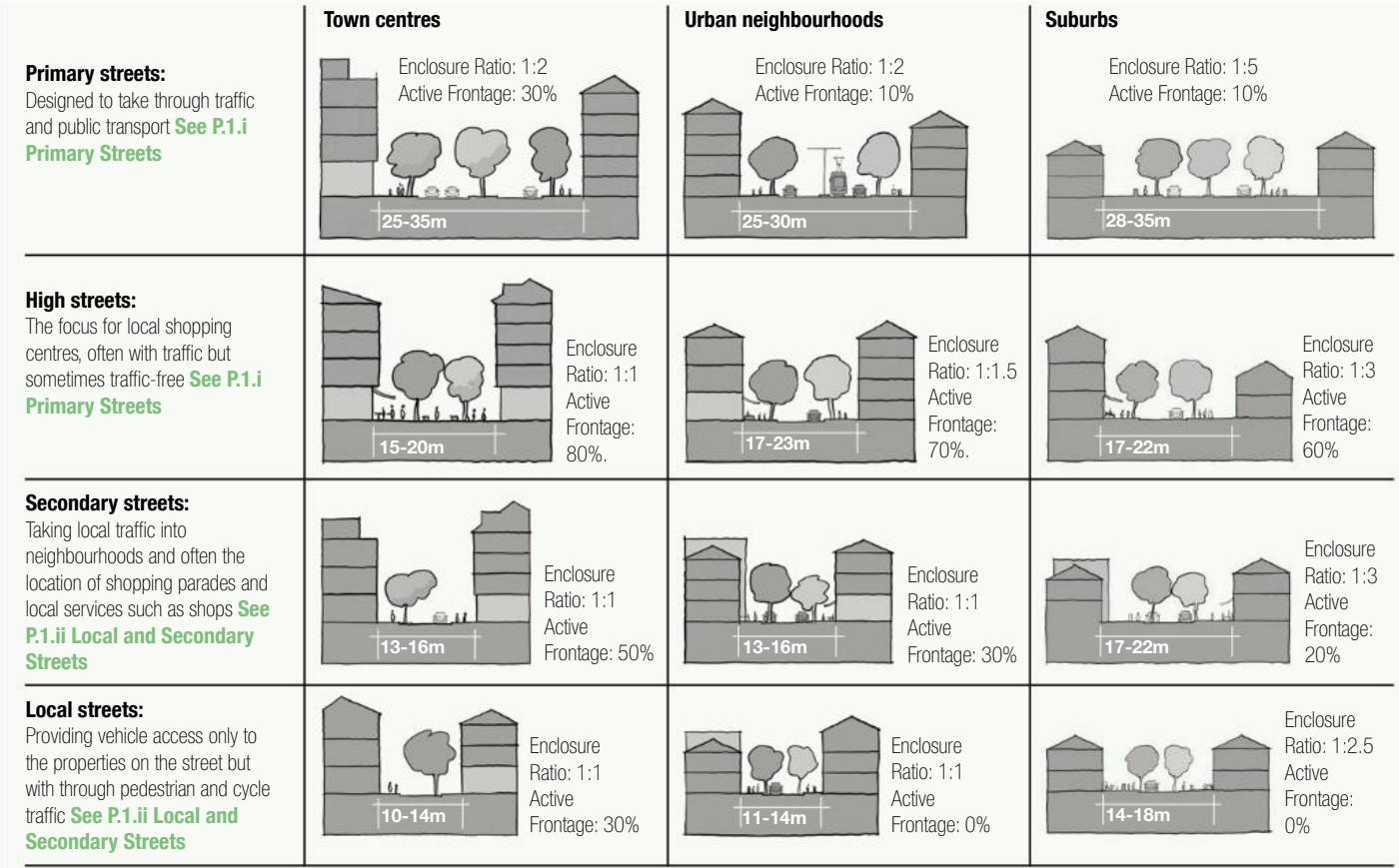


Fig. 32. Diagrams from National Model Design Code showing recommended ratios of building height to street width for different street types.



Fig. 33. Good design creates successful enclosure of streets and public spaces, and ensures corners are turned without blank flank walls.

Left: Goldsmith Street, Norwich. Architect: Mikhail Riches

Right: Channels, Chelmsford, Essex. Architect: JTP.



**BF3: Make efficient and effective use of land through designing to appropriate residential densities and plot ratios**

Required	Identify, through contextual analysis and options appraisal, the most appropriate development form and mix of uses that optimizes the capacity of the site with regard to its location and context. This must be demonstrated through the material submitted for all applications, including outline applications.										
Expected	<p>Follow a design-led approach to achieving an appropriate density of development for the site. The indicative minimum housing densities for residential developments, set out in the adopted Local Plan, are:</p> <table border="1"> <thead> <tr> <th>Location – settlement(s)</th><th>Net minimum housing density (dwellings per hectare)</th></tr> </thead> <tbody> <tr> <td>Great Yarmouth Town Centre &amp; Gorleston-on-Sea Town Centre, and edge of centre locations</td><td>50</td></tr> <tr> <td>Elsewhere in the settlements of Great Yarmouth, Gorleston-on-Sea &amp; Bradwell</td><td>35</td></tr> <tr> <td>Caister-on-Sea, Belton, Hemsby, Hopton-on-Sea, Martham, Ormesby St Margaret and Winterton-on-Sea</td><td>30</td></tr> <tr> <td>Elsewhere in the Borough</td><td>20</td></tr> </tbody> </table> <p>Justify the actual proposed density for the development through a contextual assessment of density and development pattern (typology) within the Design &amp; Access Statement . The area used for the density calculations, and for any areas used for comparison, must be clearly shown within this assessment.</p> <p>For the purpose of density calculations, the relevant net site area should be measured to the rear of each plot and to the centre line of roads surrounding the site, whether they lie within the application boundary or not. Areas of substantial public open space, whether inside or adjacent to the site, should be excluded. Incidental open space (e.g. verges) should be included within the area calculation.</p> <p>The following measurements of density should be provided for all planning applications that include new residential units:</p> <ul style="list-style-type: none"> <li>• number of dwelling units per hectare</li> <li>• number of habitable rooms per hectare</li> <li>• number of bedrooms per hectare</li> <li>• number of bedspaces per hectare</li> </ul> <p>Plot ratios (the ratio between the site area and the total building floor area) and plot coverage (the proportion of the site area occupied by buildings) should be stated for mixed-use and commercial development. Plot ratios of over 2 are expected in town centre locations; between 1-2 in urban neighbourhoods; and between 0.5-1 in suburban/ rural locations.</p>	Location – settlement(s)	Net minimum housing density (dwellings per 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
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Elsewhere in the Borough	20										
Policy links	<a href="#">H3: Housing density</a> <a href="#">Page 133 of 229</a>										

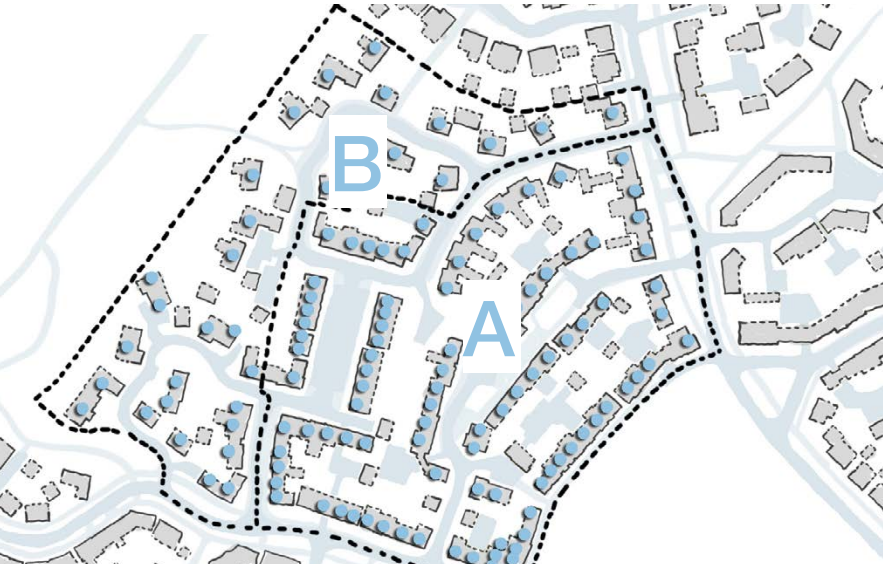


Fig. 34. Diagram from the National Model Design Code showing how to measure site density. Note that the area boundaries go to the centre-line of streets and to the rear of plots, and do not include significant areas of public open space. Area A has a higher density than area B.

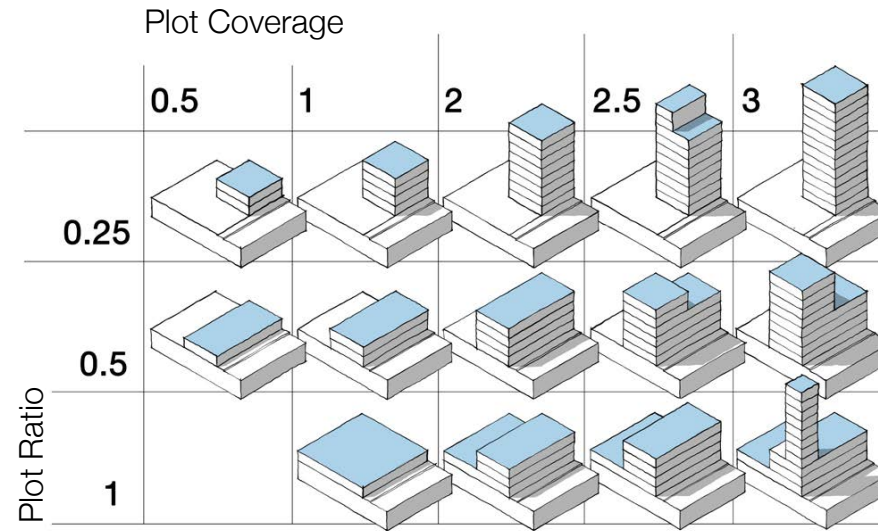


Fig. 35. Diagram from the National Model Design Code showing plot ratio and plot coverage. Plot ratio is the ratio between site area and the total building floor area while plot coverage is the proportion of the site area occupied by buildings.

**BF4: Ensure building form and layout are optimized with regard to solar orientation, overshadowing and wind**

Expected	<p>Design building massing and layout to optimize daylight and passive solar gains for internal spaces.</p> <p>Ensure building forms do not inappropriately overshadow public open space while providing shading where appropriate to reduce the urban heat island effect.</p> <p>Use building forms to shelter streets and public spaces from wind, and to avoid wind tunnel effects</p> <p>See also <a href="#">CC2: Minimise active heating and cooling requirements through passive design</a> and <a href="#">CC8: Reduce urban heat island effect</a></p>
Best practice	<p>Evidence compliance with Passive House standards</p> <p>Evidence compliance with a TM59 overheating assessment</p>
Policy links	<a href="#">A1: Amenity</a>

**Useful resources:**

- Resources listed in the Context and Identity section are relevant here.

4.6 Building design

Many aspects of building design should be developed with reference to area specific code requirements. In this section, borough-wide requirements and standards are set out that apply across all area types, and to new development of all kinds.

BD1: Create active frontages to the public realm

Expected	<p>Ensure frontages to streets and public spaces include the main entrances to the surrounding buildings, and windows/glazing providing a visual connection and passive overlooking of the public realm.</p> <p>Avoid frontages dominated by garage doors or service doors. Where non-habitable space is required due to flood risk, blank elevations must be avoided. Ground floors should be used for appropriate functions which can include entrance lobbies, workspace, commercial units, shared resident facilities such as cycle storage, utility rooms or bookable meeting/party rooms, as well as garage and refuse storage. Garage and refuse storage should not dominate street elevations.</p> <p>Ensure the design of relevant commercial frontages complies with the Shopfront Design Guide SPD<sup>3</sup>.</p>
Policy links	<p><a href="#">CS9: Encouraging well-designed, distinctive places</a></p> <p><a href="#">A2: Housing design principles</a></p>

BD2: Ensure tenure-blind housing development.

Expected	<p>Ensure there is no visual difference, when seen from the public realm, between the design of homes for private sale, private rent, affordable rent or shared ownership.</p>
Policy links	<p><a href="#">CS4: Deliverable affordable housing</a></p>

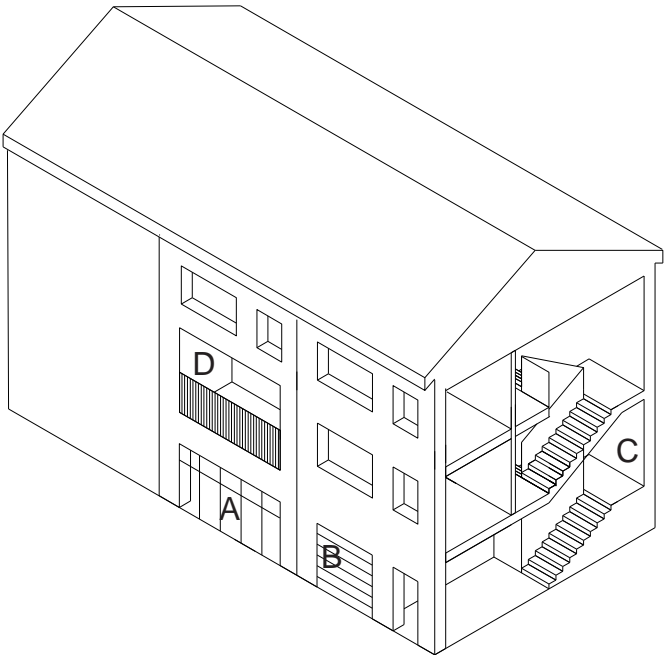


Fig. 36. Diagram showing how to maintain active frontages for development within Flood Zone 3.

- A Ground floor rooms below flood datum can be used for active uses such as workspace, utility space, or shared resident facilities.
- B Use of ground floor space for carports/garages is acceptable provided this does not dominate i.e. is alternated with other active ground floor uses.
- C Internal stairs to habitable space above flood datum. Internal stairs are safer than external stairs for residents and visitors as they provide a dry, enclosed entrance.
- D Consider provision of balconies to provide outdoor amenity space which is directly accessible from habitable rooms.



**BD3: Create functional and accessible new homes with sufficient internal space.**

Expected	<p>Meet the Nationally Described Space Standards (NDSS) for the internal spaces within dwellings.</p> <p>Meet the M4(2) standard (accessible and adaptable) within <a href="#">Part M of the Building Regulations</a><sup>4</sup>, for all new homes unless impractical due to site topography or flood risk. For homes within Flood Zone 3, where habitable spaces cannot be provided on the entrance storey, include lift access, or internal staircases which are sized to permit the installation of a stairlift if required, from street level to habitable spaces above the flood datum.</p> <p>Include space for home-working within dwellings, which can be through demonstrating that dedicated desk space can be accommodated within room layouts.</p>
Best practice	Meet the M4(3) standard for 10% of all new homes
Policy links	<a href="#">A2: Housing design principles</a>

**BD4: Ensure adequate daylight and sunlight for new homes, and no unacceptable loss of daylight or sunlight to neighbouring existing homes.**

Expected	<p>Follow the approach set out in the BRE document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (2022)<sup>5</sup>.</p> <p>If a full daylight and sunlight assessment is not undertaken, ensure that the 25 degree rule of thumb is used.</p>
Best practice	Daylight and sunlight report to be submitted demonstrating compliance with BS EN 17037

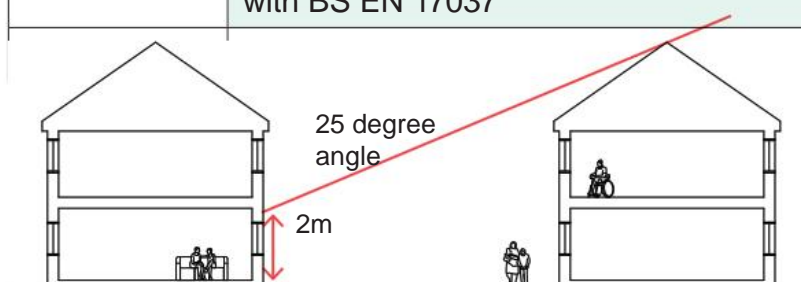


Fig. 37. Diagram showing the application of the 25 degree rule of thumb regarding overshadowing.

Windows are likely to receive adequate diffused daylight if no obstructions exist above a line at 25 degrees from a point 2m above floor level at the facade.

If closer spacing of buildings is desired:

- Include windows on both sides of the room
- Raise window head-heights and keep rooms shallow in plan.
- Ensure projections in plan do not project more than 45 degrees past the line of the window.

4 Building Regulations Part M - <https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m>

5 <https://www.brebookshop.com/details.jsp?id=328056>

**BD5: Ensure adequate privacy for habitable rooms (living rooms, dining rooms, kitchens or bedrooms) and private outdoor amenity space**

Expected	<p>When rear-facing or side-facing windows into habitable rooms are directly opposite each other, ensure a minimum separation of 25m unless windows are obscured or a fence or other visual barrier of above eye-level height (as viewed from the potential vantage point) is designed in.</p> <p>Where unobscured rear windows face each other at an angle of more than 30°, the minimum spacing may be reduced to 15m from the nearest corner.</p> <p>Where living rooms are located above ground level, rear-facing windows should be a minimum of 35m from rear-facing windows into habitable rooms of any other dwelling.</p> <p>The distances above can be reduced, and the requirement for above eye level screening, if careful building and landscape design ensures overlooking will not occur, or for apartments overlooking shared private amenity space.</p>
Policy links	<a href="#">A1: Amenity</a>

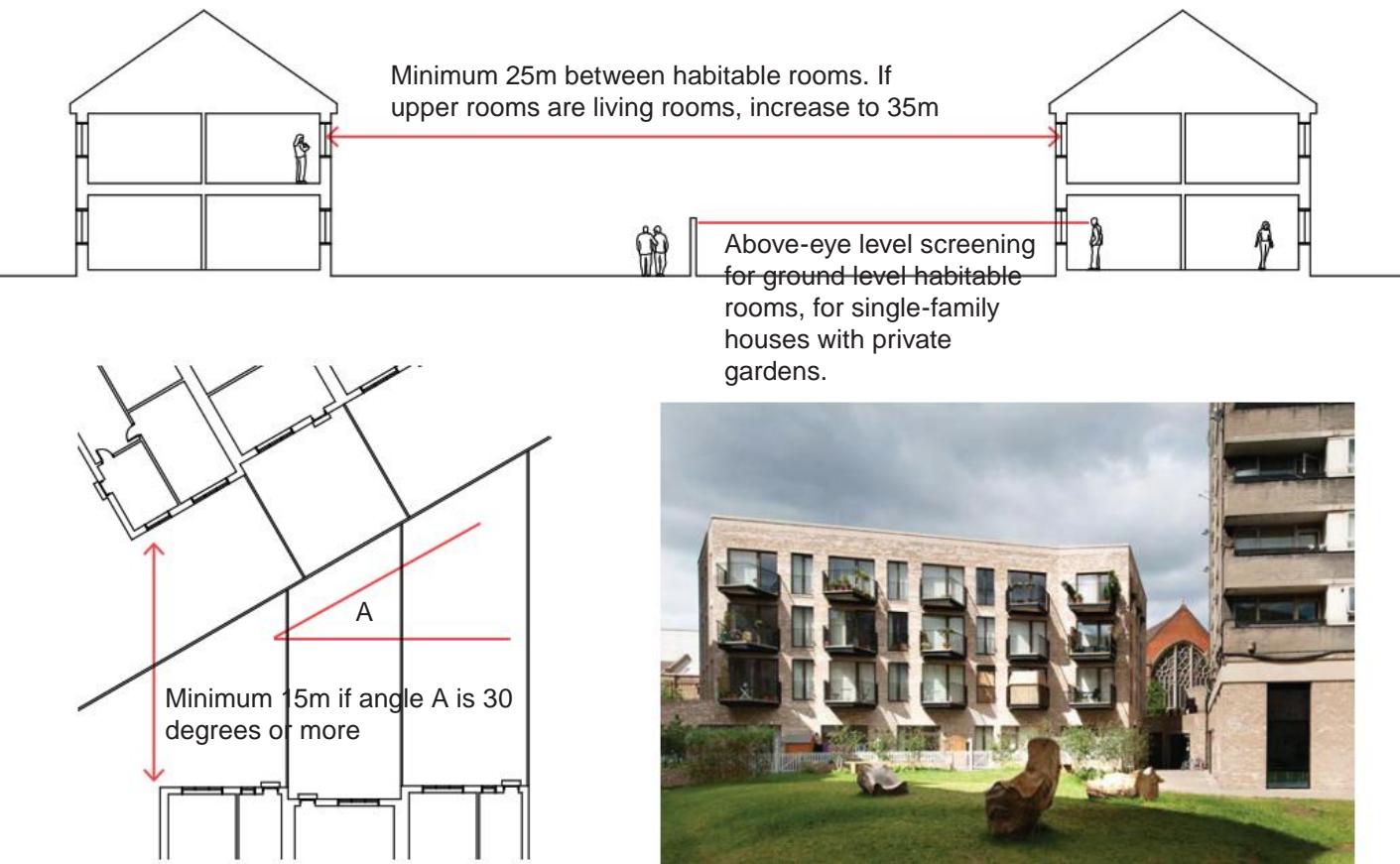


Fig. 38. Diagrams showing parameters for privacy at the rear of new homes and example of apartment building where above-eye-level rear screening is not require, and distances can be reduced, for rear windows and balconies overlooking shared private amenity space, at the Silchester Estate (Architect: Haworth Tompkins)

**BD6: Provide sufficient quality and quantity of private outdoor amenity space for residential development**

Expected	<p>Provide external private amenity space that meets the following minimum standards:</p> <ul style="list-style-type: none"><li>• Dwellings with living areas at ground level must have direct access to one of the following:</li><li>• Private gardens to detached or semi-detached homes - 40m2 minimum (for 1- or 2-bed homes), 75m2 (for 3-bed homes), 100m2 (for 4 bed homes or larger). Gardens to be a minimum of 5m wide and garden space to be provided in a single block, not split between front and rear.</li><li>• Private walled outside courtyard gardens – 25m2 minimum, suitable only for higher density development forms such as terraces or ground floor flats/maisonettes within apartment buildings.</li><li>• Shared communal gardens/courtyards - 25m2 minimum per dwelling</li><li>• Dwellings with living areas above ground level should have a balcony or terrace of at least 5m2 for a one-bedroom home, with an additional 1m2 per additional bedroom. Balconies must have a minimum depth of 1.5m.</li><li>• Dwellings with living areas above ground level should have access to ground level shared communal garden/courtyard space with a minimum of 25m2 per dwelling, unless good quality public open space is accessible within a 1 minute walk.</li></ul> <p>All private amenity space should receive direct sunlight for at least four hours a day in June, and at least 60% of its area must receive direct sunlight on 21 March, as demonstrated through a sunlight analysis.</p> <p>Design private amenity space to have sufficient privacy for users and to be away from sources of noise and poor-quality air. Inset balconies provide better privacy, security, shade and shelter for residents than projecting balconies, as well as contributing to preventing internal overheating.</p>
Best practice	No more than 25% of the private amenity space should be prevented by buildings, walls or fences from receiving sunshine on 21 March.
Policy links	<a href="#">CS((i): Encouraging well-designed, distinctive places</a>



Fig. 39. Good site planning and a legible layout ensures evenly sized, useable gardens for units, with good rear private amenity space of sizes at the Humberston Par 3 development, Lincolnshire. Architect: Jonathan Hendry

**BD7: Provide convenient and discreet refuse storage and utilities to meet user requirements.**

Required	Provide residential refuse storage areas that meet the requirements of the local waste collection service.  Demonstrate that commercial development proposals include adequate space for refuse storage and collection.
Expected	Provide refuse storage areas that are enclosed, secure and visually attractive, and user-friendly, integrated with the site and building design. Refer to area specific code requirements for recommended locations of refuse storage to suit area character and development pattern.
Policy links	<a href="#">A1: Amenity</a>



Fig. 40. Refuse stores can become design features that add to the character and identity of new housing development as at Exhibition Mews, Whitehaven, Cumbria. Architect: Ash Sakula

**BD8: Screen external plant and equipment from views from the public realm and from the upper floors of listed buildings.**

A1: Amenity	Use parapets and roof forms to screen plant, including air source heat pumps and ventilation equipment, located at roof level.  Enclose ground level plant within attractive and secure screening that is integrated with other landscape and building treatments, and visually unobtrusive.  Locate utility and meter boxes in unobtrusive locations which are visually screened and not on primary elevations.  Drawings to be submitted that demonstrate that plant will be screened from the required viewpoints.
Policy links	<a href="#">A1: Amenity</a>



Fig. 41. Examples of well designed air source heat pump screening at Marmalade Lane, Cambridge. Architect: Mole Architects



**BD9: Use boundary treatments that contribute positively to the character of the public realm and wider landscape.**

Expected	<p>Design and specify durable and attractive boundary treatments which balance safety and crime reduction with creating well-overlooked, attractive places that encourage a sense of community.</p> <p>Ensure natural surveillance to streets and public spaces by limiting boundary treatments to the front of buildings to below 1.2m in height.</p> <p>Do not use close boarded fences for boundary treatments to the public realm or adjoining undeveloped land/countryside.</p>
Policy links	<a href="#">A2: Housing design principles</a>



Fig. 42. Good quality boundary treatments, including to rear and side boundaries, are durable, attractive and complement the landscape setting. Example: Great Kneighton, Cambridge. Architect: Proctor Matthews

**BD10: Provide external lighting which minimises light pollution while ensuring safety.**

Expected	<p>Design external lighting, and its controls, to preserve dark skies and avoid excessive light pollution.</p> <p>Provide adequate external lighting to ensure users of buildings and spaces, including more vulnerable user groups, feel safe at night.</p>
Policy links	<a href="#">A1: Amenity</a> <a href="#">E6: Pollution and hazards in development</a>

**BD11: Design appropriate deterrents to bird nesting and roosting**

Expected	<p>Design roof forms, sills, parapets and other horizontal surfaces to deter bird nesting and roosting as far as possible without requiring additional deterrents.</p> <p>Include adequate access to all parts of buildings for cleaning and maintenance</p> <p>Include appropriate, visually discreet bird deterrents where necessary and ensure deterrents are minimally visible from the public realm.</p>
Policy links	<a href="#">A1: Amenity</a>



**Useful resources:**

- Birkbeck D and Kruczkowski S et al (2020) Building for a Healthy Life - <https://www.designforhomes.org/project/building-for-life/>
- Great Yarmouth refuse storage requirements - link TBC
- BRE document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (2022) - <https://www.brebookshop.com/details.jsp?id=328056>

## 5. Area specific design requirements

Great Yarmouth borough includes a wide variety of settlement types and development patterns. Each has specific characteristics which make it distinctive, and it is important that development proposals show that these characteristics have informed their layout and design.

To assist with this, the Design Code has set out the broad character areas and character types that can be found in the borough. This is a high level characterisation and should be used as a starting point for detailed, site specific character assessment as part of preparing development proposals.

Character areas are defined zones which have specific characteristics not found elsewhere in the borough. These have unique features and development proposals should carefully respond to, and enhance, this distinctive local character.

Character types are development forms or patterns which are found in various locations within the borough. Areas that share a character type have similar characteristics, and similar design approaches will be appropriate.

For all character areas and types, the design code sets out:

- Maximum / minimum densities / plot ratios (to be read in conjunction with [BF3](#))
- Development pattern (to be read in conjunction with [BF1](#), [BF2](#) and [BF4](#))
- Building line (to be read in conjunction with [BF2](#))
- Height and massing (to be read in conjunction with [BF1](#))
- Cycle and car parking (to be read in conjunction with [SM4](#) and [SM5](#))
- Servicing (to be read in conjunction with [SM6](#) and [BD7](#))
- Street elevation design (to be read in conjunction with [CI4](#), [BD1](#))
- Boundary treatments (to be read in conjunction with [BD9](#))
- Building design and materials (to be read in conjunction with [CI4](#))
- Landscape design and materials (to be read in conjunction with [CC7](#), [CC8](#), [PS1-5](#))
- Other relevant aspects of design and development that are specific to the character area or area type.

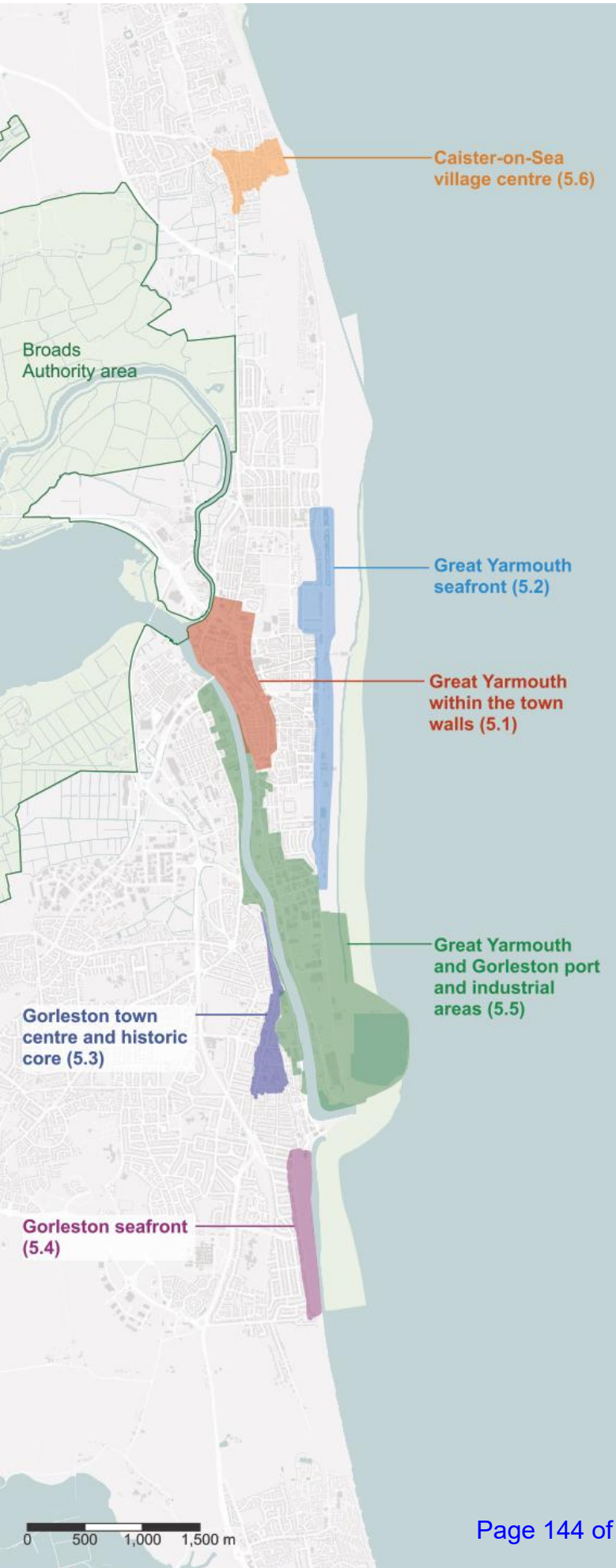


Fig. 43. Map of character areas within the borough. Area types are not shown.

# Character areas

## 5.1 Great Yarmouth, within the town walls

To be read in conjunction with relevant Local Plan policies including those shown on figure 49.

The area within the medieval town walls of Great Yarmouth is of high historic significance, with a high density of listed buildings surrounded by the Scheduled Ancient Monument of the Town Wall. It includes several Conservation Areas, which are well described by the corresponding Conservation Area Appraisals, as well as site specific Local Plan policies and Supplementary Planning Documents. These should be fully read and referenced in relation to any development proposals at any scale.

### **Area characteristics:**

#### **Central area (between St Francis Way and Yarmouth Way)**

- The central area includes the remains of the tight pattern of east-west Rows, spanning between the north-south streets. This pattern – unique to Gt Yarmouth - was subject to extensive demolition and redevelopment from the 1930s onwards, which has left unattractive surface car parks and service yards particularly on either side of Howard Street and Greyfriars Way.
- Scale of buildings ranges from 2-8 storeys, with most buildings in the 3-6 storey range. Many buildings have attic storeys within pitched roofs (room in the roof) or mansard attic storeys set behind parapets.
- A wide range of building forms and styles is in evidence, due to the change and development/redevelopment the central area has seen over time.
- Buildings are predominantly faced in brick, stone and flint. The Victorian architecture includes ornamented brick and terracotta/faience detailing with a strong and distinctive civic quality, while older brick and flint buildings have an affinity with the wider Norfolk material palette of villages and smaller settlements.

#### **Area between St Francis Way, King Street and Friars' Lane**

- In this area, the Row pattern was replaced with relatively low-density housing as well as commercial and industrial development, in a broadly gridded pattern but with generous gardens and green spaces.
- Buildings are typically 3 storeys, in apartment blocks or terraces set back behind front gardens, with private gardens and parking courts in the block interior.
- Some of the housing is good quality and attractive 1930s, 1940s and 1950s stock with attractive period details, such as brickwork and tilework patterns and decorative balcony guarding, and good internal space standards. The replacement of original windows with uPVC has been to the detriment of the external appearance of this housing.

#### **South of Friars' Lane**

- At the far south of the character area, industrial and commercial development has a low plot density and several empty plots, but some very good quality 1930s buildings including the Clipper Schooner.

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**Generally:**

- The landscape setting of the Town Wall is in poor condition in many places and is not publicly accessible along all its length.
- The set-piece waterfront vista survives in relatively good condition for much of the area but is of poor quality towards the north and the south.

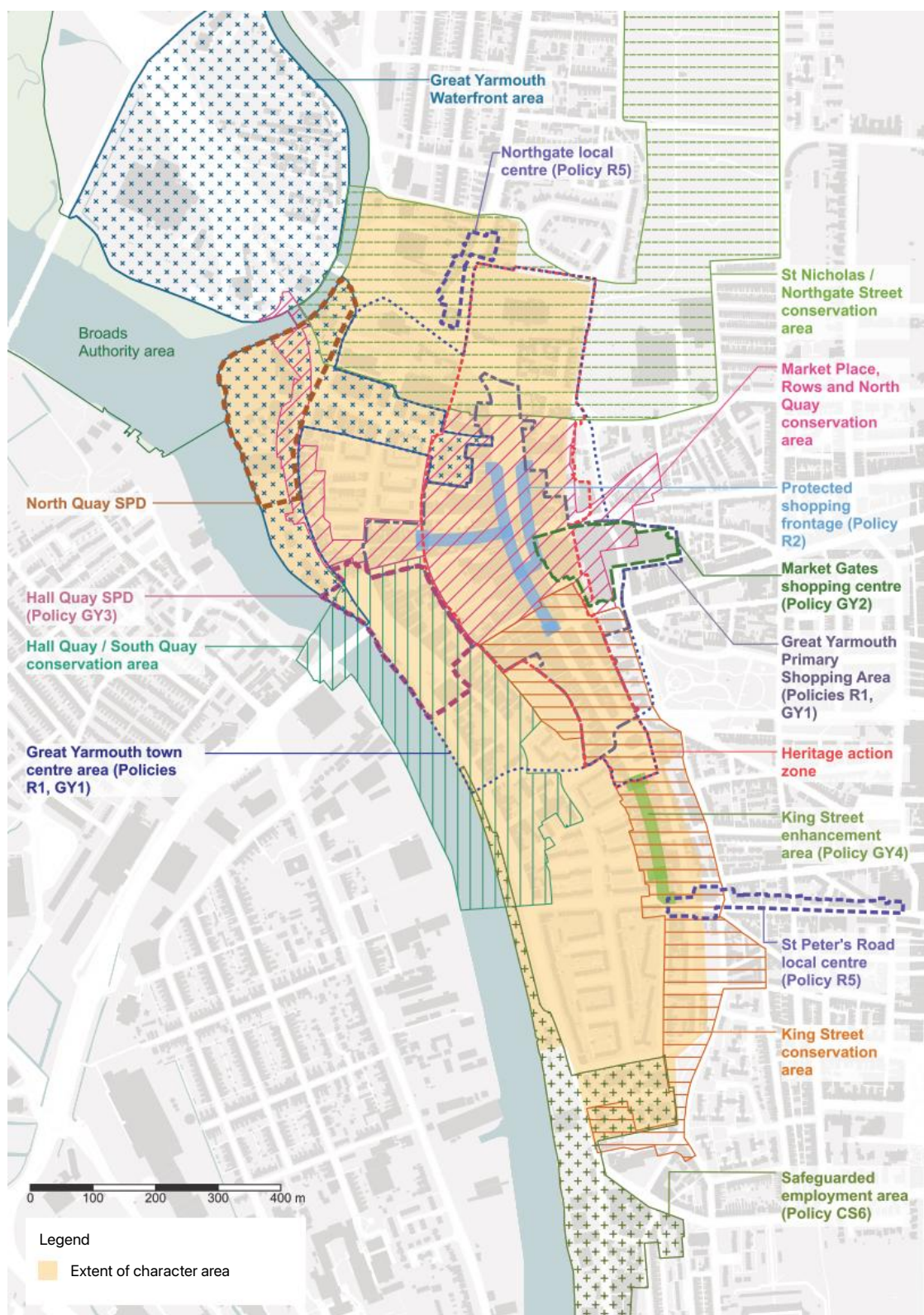


Fig. 44. Map of character area



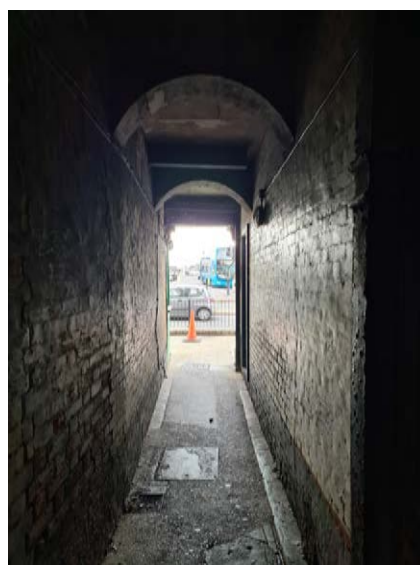


Fig. 45. Photos showing character of Great Yarmouth town centre.

Top left: South Quay and the waterfront. Currently somewhat dominated by vehicle traffic, this should improve with the opening of the third river crossing.

Top right: Brick and flint forms the distinctive palette of the pre-18th century town, and of many later vernacular buildings.

Middle left: the north-south streets, such as King St, are relatively wide and have generally formal frontages to a consistent building line.

Middle right: The 'Rows' historically ran east-west and were extremely narrow - a few still survive.

Bottom left: Some well-restored and sensitively infilled streets remain but car parks disrupt the historic row pattern.

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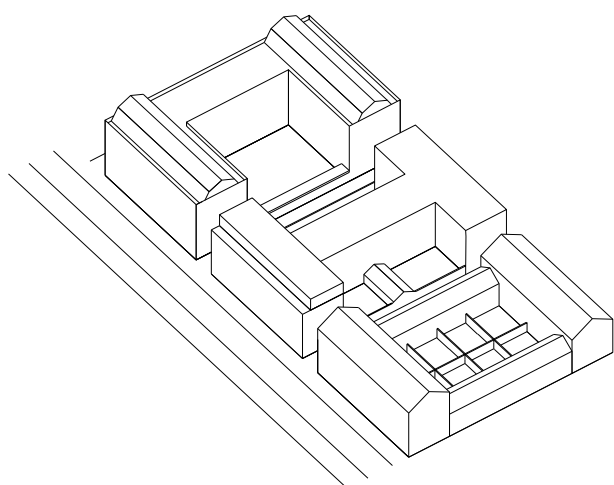
Bottom right: The town wall setting is very poor in many areas.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	Minimum 50 dwellings per hectare for residential-led development, with the expectation of higher densities of up to 150dph  Plot ratios for mixed-use development of 2 or over.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Reinforce the rectilinear grid pattern, with active frontages on all sides. New east-west streets can be created but new north-south streets or paths should be avoided.
Building line (see also <a href="#">BF2</a> )	Central area and south of Friars Lane: Continuous built edge to the back of pavement/public realm. Variation from the building line of adjoining buildings should be under 1m. On street-facing elevations, balconies should be inset not projecting.  Area between St Francis Way, King St and Friars' Lane: Buildings should follow the prevailing building line which is generally set back from pavement behind planted front gardens or well-landscaped parking.
Height and massing (see also <a href="#">BF1</a> )	Predominantly 3-5 storeys. Occasional taller buildings where appropriate on waterfront sites and to form visual landmarks where existing important views will not be negatively impacted. Two-storey development is not appropriate for the urban character of this area.  Central area: varied roof forms are acceptable, including mansard roofs, parapets with flat or mansard roofs behind, pitched and gabled roof forms.  South of St Francis Way: Roof forms and massing should reinforce a consistent parapet or eaves line for the majority of the street.
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	Provide a high ratio of cycle storage and parking provision, and a low ratio of car parking, due to excellent public transport, walking and cycling connections. Car free development is encouraged.  Cycle parking and storage for residents and employees to be provided within building envelope or within the block interior.  Car parking to be provided within the block interior, or in basement parking. For apartment and mixed use development, parking should be unallocated and include provision of car club spaces. Residential garage entrances are acceptable at ground floor level, designed to avoid unbroken runs of garage doors.
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage to be provided within building envelope or within the block interior.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	Elevations should have a regular rhythm, unless clearly justified by the architectural concept.  Where non-habitable space is required due to flood risk, blank elevations must be avoided – refer to <a href="#">BD1</a> for further guidance.  New shopfronts should strictly follow the guidance of the Shopfronts Design Guide.



Boundary treatments (see also <a href="#">BD9</a> )	<p>Central area and south of Friars' Lane: buildings should form the boundary to the street and public realm. Where service yards or courtyards abut the street, they should be bounded by solid walls to 2m minimum, in high quality materials e.g. brick or flint.</p> <p>Area between St Francis Way, King Street and Friars' Lane: On frontages, good quality brick or flint walls or metal railings (up to 1m high), or hedges/planted boundary treatments. For side boundaries to rear gardens, good quality brick or flint walls (up to 2m high) or hedges.</p>
Building design and materials (see also <a href="#">CI4</a> )	<p>External facades should be predominantly high quality masonry such as brick, flint or stone. Timber cladding can be appropriate in small areas. Render should be avoided. Visible pitched roofs should be slate, good quality plain or pan tiles, zinc or other standing seam roofing. Other materials can be appropriate if clearly justified by the architectural concept.</p> <p>Achieving the urban greening factor is likely to require the use of green roofs and climbing plants as well as landscape design.</p>
Landscape design and materials (see also <a href="#">CC7</a> , <a href="#">CC8</a> , <a href="#">PS1-5</a> )	<p>Waterfront regeneration should enhance the landscape setting of the waterfront through tree planting, more seating and active uses and installation of soft landscape SuDS features. More space for pedestrians/cyclists should be created and the impact of vehicles reduced.</p> <p>Existing and new public spaces should support a wide range of activities as well as forming part of the SuDS network and enhancing biodiversity.</p> <p>Additional street planting, of trees that will mature to provide good canopy spread and height, should be included where possible.</p> <p>Landscape design of privately managed areas should incorporate SuDS features including rain gardens and permeable paving.</p>
Other	<p>For redevelopment on North Quay and Hall Quay, refer to the adopted Supplementary Planning Documents.<sup>1</sup></p> <p>Create public access to the full length of the Town Wall on both sides, where physically feasible, with associated public realm and landscaping which can include active uses (play, outdoor seating, outdoor gym, café seating sport and recreation).</p>



a) Courtyard arrangements should be oriented to maximise daylight and maintain adequate privacy between rear facing windows. A hard 'garden wall' to the 'row' can provide access to cycle parking within the courtyard. Car parking at low ratios can also be located within courtyards and accessed from the main streets.

b) Mews arrangements with small private courtyard gardens are the typical historic pattern of development along the rows, and still works today to create a low-rise high-density townscape.

Fig. 46. Diagram showing possible design approaches for dense town centre blocks maintaining 'rows' pattern of narrow pedestrian lanes between main streets while accommodating buildings of up to 6 storeys.



## 5.2 Great Yarmouth seafront

To be read in conjunction with relevant Local Plan policies including those shown on figure 50.

The seafront character area stretches from Jellicoe Road in the north to Main Cross Road in the south. It includes the buildings and landscapes on both sides of the seafront road (Marine Parade, North Drive) and includes the major tourist destinations of Great Yarmouth as well as the beach itself. Part of the character area is covered by the Seafront Conservation Area and is well described in the Conservation Area Appraisal, and site specific policies in the Local Plan also apply to parts.

Marine Parade and North Drive form a wide, continuous road that separates the seafront from the town and creates a set-piece vista that is emblematic of Great Yarmouth. The vista evolves from north to south and several distinct zones can be identified.

### **Area characteristics:**

#### **North Drive**

- At this end of the seafront, the beach forms a wide and undeveloped shingle and sand expanse with marram grass. At points the sea is nearly 500m from the road.
- On the town side, 1930s housing is set back behind an access road, with a grassed strip separating the access road from North Drive. Homes have a strong and relatively unaltered 1930s character with steep pitched roofs accented with gabled projecting wings, symmetrical arrangements in groups of two to four homes, and low brick boundary walls to generous front gardens matching the brown-red brickwork of the homes themselves. Due to the exposed position there are few mature trees and front gardens are relatively sparsely planted. Front gardens are largely unaltered and have not, in the main, been converted to parking.
- Further south, newer homes, mostly detached and on generous plots, front directly onto North Drive and include a wider variety of styles, from 1950s to recent newly developed homes. Many have first floor balconies over garages at ground level. Homes are almost all two-storey, with some roof dormers providing a third storey. Low boundary walls to the street with most front gardens including some off-street parking. Some homes have attractive period features that add character, such as geometric balustrades to balconies, bay windows and feature chimneys.
- Further south, the Venetian Waterways is located on the beach side of North Drive, and is faced on the other side of the road by a continuation of the detached villa typology, many of which are three-storey and are now, or were originally designed, as hotels or inns. Arts and Crafts details predominate, with half-timbering, hung tilework, feature chimneystacks and strong projecting eaves to tiled pitched roofs, under which bay windows provide panoramic sea views.
- Between the Venetian Waterways and the Pier, car parks alternative with bowling greens between North Drive and the beach and the scale of building on the town side starts to become more varied with some large and imposing hotels.

#### **Marine Parade / South Beach Parade**

Most of this part of the seafront is well described in the Seafront and Camperdown Conservation Area Appraisals which should be fully considered. The following is a high level summary.

- On the beach side, visitor attractions, many of historic merit, are set within distinct plots and have a set-piece, often sculptural character designed to be eye-catching at a distance. Buildings on the beach side of Marine Parade have extremely varied styles and scales, and this forms a distinctive resort character. Attractions alternate with surface car parks.
- On the town side, there is a continuous built frontage including many characterful and elaborate buildings, with bold shopfronts at ground floor level. Upper floors typically have projecting bays and balconies, and are mainly painted stucco or brick, often with well-preserved original balconies and windows and other details. The scale of buildings ranges from two to six storeys.
- Service yards and alleys to the rear of buildings are of mixed quality.
- From Camperdown to Kings Road the west side of the parade changes character to Regency terraces and large, neo-classical villas with a relatively unaltered period character set back behind landscaped gardens.
- South of Kings Road, the west side of the road reverts to detached two-and three-storey 20th century homes with similarities to the North Denes area, with a large surface carpark interrupting the frontage.



Fig. 47. The seafront area from above



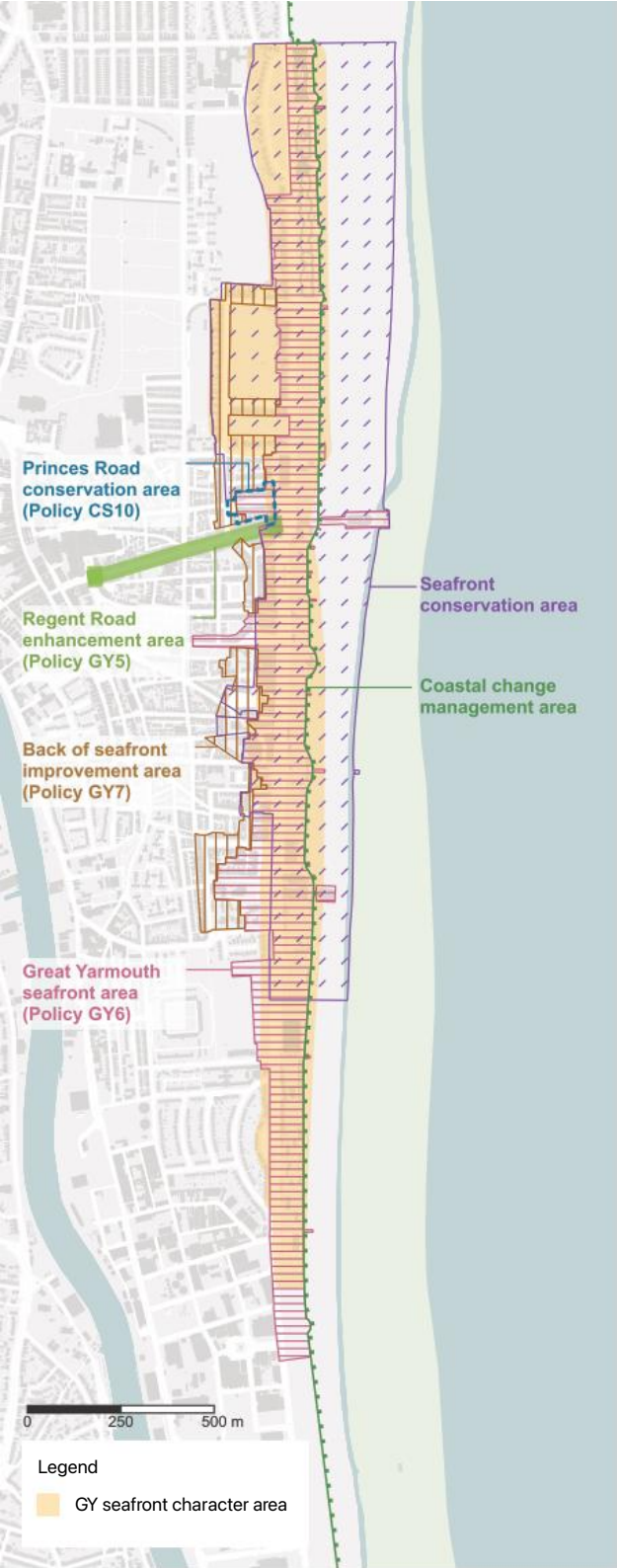


Fig. 48. Map of character area



Fig. 49. Photographs of the Great Yarmouth seafront area.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	<p>North Drive: Minimum 35 dwellings per hectare.</p> <p>Rest of the character area: Minimum 50 dwellings per hectare for residential-led development, with the expectation of higher densities of up to 120dph</p> <p>Plot ratios for mixed-use development of 2 or over.</p>
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	<p>North Drive: detached, semi-detached and short terraced homes facing the street</p> <p>Marine Parade/South Beach Parade (west side): urban perimeter blocks with unbroken street frontages, terraces, garden squares and setpiece villas facing the street. All street elevations must be active frontages.</p> <p>Marine Parade/South Beach Parade (east side): detached seafront attractions set within landscaped grounds and with adequate spacing to ensure generous beach views between buildings.</p>
Building line (see also <a href="#">BF2</a> )	<p>North Drive: buildings set back behind planted front gardens/curtilage parking.</p> <p>Marine Parade/South Beach Parade (west side): buildings predominantly tight to the back of pavement. Detached buildings occupying a full building block may be set back behind gardens or forecourt seating areas.</p> <p>Marine Parade/South Beach Parade (east side): buildings to be set back from pavement edge with generous landscaped public realm forecourts.</p>
Height and massing (see also <a href="#">BF1</a> )	<p>North Drive: 2-3 storey development predominantly. 4 storey development may be acceptable in certain locations. Single-storey new development is not appropriate. Roof forms should predominantly match neighbouring building types unless a clear design rationale is presented for an alternative approach.</p> <p>Marine Parade/South Beach Parade (west side): 3-6 storey development predominantly. Taller buildings may be appropriate with careful design and siting. Varied roof forms are acceptable, including pitched, hipped, and mansard roofs, parapets with flat or mansard roofs behind, and dormers.</p> <p>Marine Parade/South Beach Parade (east side): Due to the nature of seafront attractions, height parameters are not appropriate but building heights and massing should be carefully determined to limit impact on views and setting of heritage assets.</p>



Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	<p>North Drive: Cycle storage and parking should either be integrated into the design of front curtilage areas or within the building envelope. Parking can be provided within front curtilage areas but must be well screened by landscaped boundary treatments.</p> <p>Marine Parade/South Beach Parade (west side): For residential development, provide a high ratio of cycle storage and parking provision, and a low ratio of car parking, due to excellent public transport, walking and cycling connections. Commercial development, including hotels, to provide parking within the block interior.</p> <p>Marine Parade/South Beach Parade (east side): For tourist attraction and facilities, visitor car parking ratios to be clearly justified by transport analysis and a high level of secure and sheltered cycle parking should be provided. Cycle and car parking and storage for residents and employees to be provided within building envelope or within the block interior.</p>
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	<p>North Drive: Refuse storage should be integrated into the design of front garden/yard space; or provided within the building envelope.</p> <p>Marine Parade/South Beach Parade: Residential refuse storage to be provided within building envelope or within the block interior. Commercial refuse storage to be carefully designed and sited to avoid visual impact, control odour, and discourage vermin.</p>
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	<p>Careful design of street elevations is required to maintain the quality of the seafront vista. Where non-habitable space is required due to flood risk, blank elevations must be avoided – refer to <a href="#">BD1</a> for further guidance.</p> <p>North Drive: Elevations should have a regular rhythm which supports the overall visual unity of the street frontage, unless clearly justified by the architectural concept.</p> <p>Marine Parade/South Beach Parade (west side): Careful consideration of elevational design and proportion should be demonstrated through drawn street-scene elevations and perspective views of the proposal in context.</p> <p>Elevation design could include ornamental and decorative detailing including bay windows, decorative metalwork to balconies, eaves and verge detailing and shaped timber fascias.</p> <p>Marine Parade/South Beach Parade (east side): Elevation design must be carefully considered and detailed to provide outstanding landmark buildings which enhance the quality of the seafront.</p>

<p>Boundary treatments (see also <a href="#">BD9</a>)</p>	<p>North Drive: Front boundary treatments should be low brick or flint walls, open timber picket or post-and-rail fencing, metal railings or native hedging or planting – all below 1m high. Side and rear garden boundaries to the public realm should be bounded by native hedging, post and rail fences or solid masonry walls.</p> <p>Marine Parade/South Beach Parade (west side): Active building frontages should form the street edge. Where buildings are set back from the pavement edge, boundary treatments must be kept below 1m in height to maintain an active frontage relationship and permeability to the street. Boundary treatments could include brick/flint walls, good quality metal railings, or planted boundaries.</p> <p>Marine Parade/South Beach Parade (east side): Boundary treatments to the street and to the beach must be carefully designed to be attractive and high quality while maintaining necessary security. Utility fencing is not generally acceptable.</p>
<p>Building design and materials (see also <a href="#">CI4</a>)</p>	<p>North Drive: External facades should use good quality brick, flint or hung tile. Visible pitched roofs should be slate, good quality plain or pan tiles, zinc or other standing seam roofing. Other materials can be appropriate if clearly justified by the architectural concept. Retain the coherence of the street frontage, and other frontages visible from the public realm, through careful design of any alterations and extensions visible from the street, and the redevelopment of plots, particularly for the 1930s housing north of Tennyson Road where the unified frontage is an asset.</p> <p>Marine Parade/South Beach Parade (west side): A wide range of external materials may be used but must be clearly justified by the architectural concept. Materials and detailing must be suitable for the exposed marine environment without requiring extensive frequent maintenance. For this reason brick, flint, good quality hung plain tile and other self-finished materials may be preferable for the majority of the external envelope. Achieving the urban greening factor is likely to require the use of green roofs and climbing plants as well as landscape design.</p> <p>Marine Parade/South Beach Parade (east side): Design of new seafront attractions and public realm should continue to provide bold, vibrant and characterful landmarks which have a distinctive resort character, and which present a positive and active frontage to the public realm. A wide range of external materials may be used but must be clearly justified by the architectural concept. Materials and detailing must be suitable for the exposed marine environment without requiring extensive frequent maintenance.</p>

Landscape design and materials (see also CC7, CC8, PS1-5)	<p>Improving the quality, accessibility and climate resilience of the public realm is a priority for this character area, within both publicly and privately owned and maintained areas. Additional large scale street trees should be incorporated where possible to increase canopy cover and provide shade. All landscaping must include soft landscaped SuDS features and parking areas should use permeable paving materials.</p> <p>Public realm and landscape design should reduce the dominance of vehicle traffic and parking on the streetscape while maintaining necessary access and parking. Public open spaces should become more multi-functional, with seating, shade and shelter to allow for year-round use.</p> <p>Private gardens and open spaces make a significant contribution to the green infrastructure network for wildlife and biodiversity. Planning conditions should ensure soft landscaping is retained within privately owned and maintained areas, and not replaced with hard landscaping or artificial grass over time.</p> <p>Planting should use species that are salt- and drought-resistant, suitable for the exposed marine environment.</p>
Other	<p>Maintain and enhance the character of the Conservation Areas in line with the Conservation Area Appraisals. Enhancing the appearance and setting of the many listed buildings along the seafront must be a priority.</p> <p>Existing and new public spaces should support a wide range of activities as well as forming part of the SuDS network and enhancing biodiversity.</p>

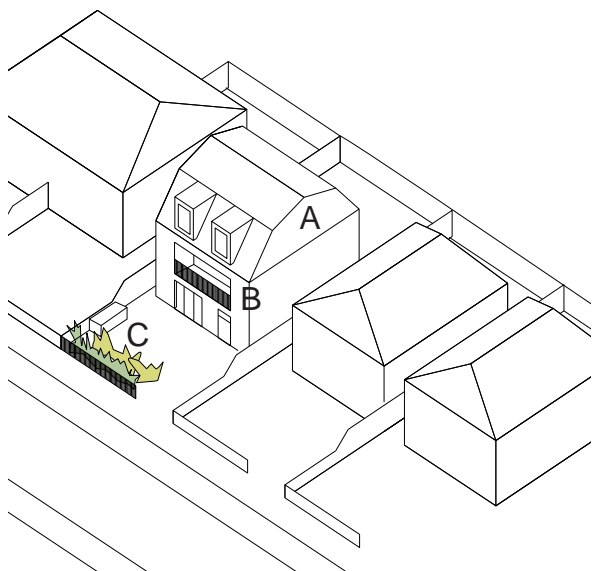


Fig. 50. Diagram showing North Drive infill development parameters

- A Pitched roof forms can reduce the visual impact of 3 storey new buildings adjacent to 2-storey existing buildings.
- B Inset balconies provide greater shelter from the wind and maintain a coherent building line
- C Well planted front garden with low boundary treatment and on-plot car parking, cycle storage and refuse storage.

## 5.3 Gorleston town centre and historic core

To be read in conjunction with relevant Local Plan policies including those shown on figure 57.

This character area comprises the historic core of Gorleston, including the Conservation Area between the southern length of its High Street and eastern industrial estate. The remaining region of the town centre to the north is within the Gorleston Conservation Area Extensions. Its corresponding Conservation Area Appraisal and Management Plan should be fully read and referenced in relation to any development proposals within the bounds of both the Conservation Area and its proposed extensions.

### Area characteristics:

- Low-rise, tight-knit development pattern interrupted by some larger commercial and industrial premises, with a wide variety of building styles and period but rarely above 3 storeys in height in the core of the town centre
- The level change from the High Street to the waterfront is significant, and new development on the waterfront ranges up to five storeys in height.
- In the core of the High Street buildings have little or no setback from the pavement, but on other streets a variety of setbacks and front gardens/yards is present.
- Several unlisted buildings contribute significantly to the overall character and street scene in this character area, specifically those with red brick and natural slate construction and timber sash windows around the High Street.
- Commercial/light industrial sites in some back land plots have potential for redevelopment



Fig. 51. Gorleston town centre seen from Quay Road, showing the low-rise tight-knit pattern of development.



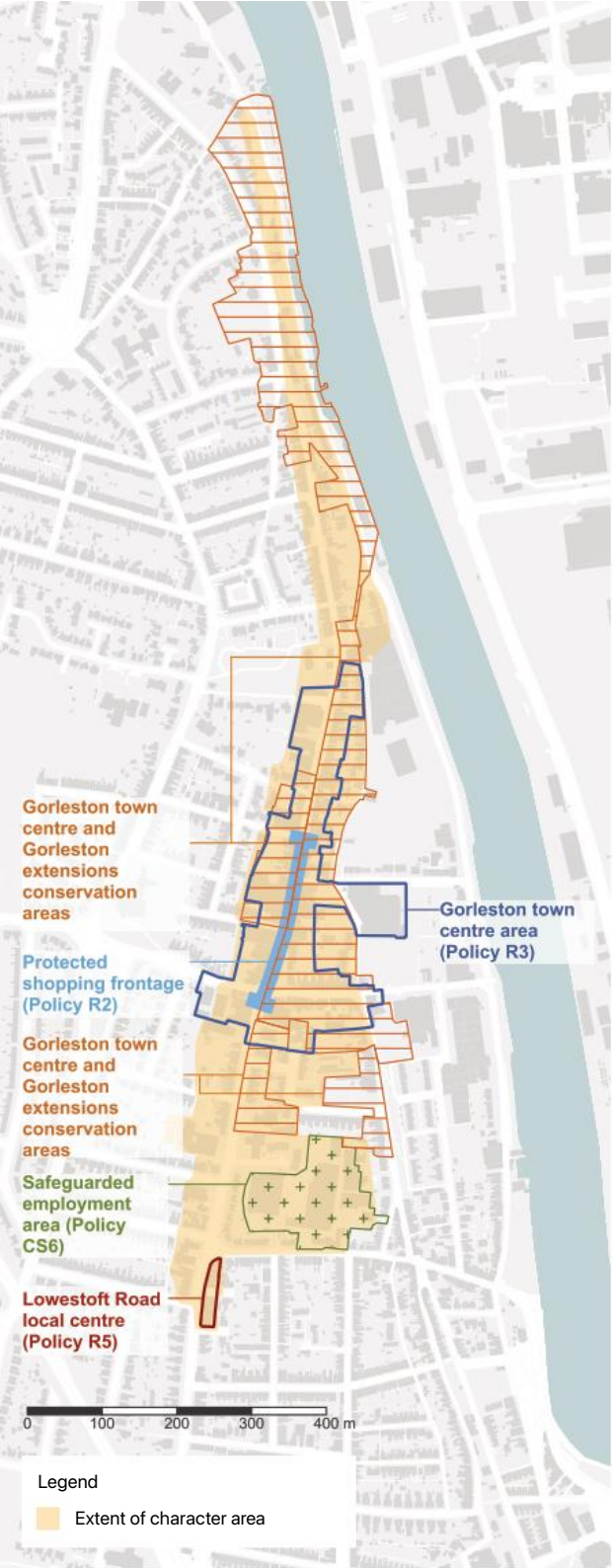


Fig. 52. Map of character area



Fig. 53. Photographs of Gorleston town centre showing the range of building styles and ages, and the occasionally gappy streetscene which could be ‘mended’ through appropriate infill development.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	Minimum 50 dwellings per hectare for residential-led development, with the expectation of higher densities of up to 100dph  Plot ratios for mixed-use development of 2 or over.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Low-rise high-density blocks with unbroken street frontages.
Building line (see also <a href="#">BF2</a> )	Continuous built edge to the back of pavement/public realm. Variation from the building line of adjoining buildings should be under 1m. On street-facing elevations, balconies should be inset not projecting.
Height and massing (see also <a href="#">BF1</a> )	Predominantly 2-3 storeys. 4 storey development may be appropriate in locations where this does not dominate the streetscape and away from corners.  Varied roof forms are acceptable, including pitched, hipped, gambrel and mansard roofs, parapets with flat or mansard roofs behind, and dormers.
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	Provide a high ratio of cycle storage and parking provision, and a low ratio of car parking, due to good public transport, walking and cycling connections. Car free development may be appropriate on certain sites.  Cycle and car parking and storage for residents and employees to be provided within building envelope or within the block interior. Garage doors should open onto internal courtyards and not onto the street.
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage to be provided within building envelope or within the block interior.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	Elevations should be relatively simple and regular compositions. New shopfronts should strictly follow the guidance of the Shopfronts Design Guide.
Boundary treatments (see also <a href="#">BD9</a> )	Buildings should form the boundary to the street and public realm. Where service yards or courtyards abut the street, they should be bounded by solid walls to 2m minimum, in high quality materials e.g. brick or flint. Good quality metal railings with planting behind may be acceptable on side streets.

<p>Building design and materials (see also <a href="#">CI4</a>)</p>	<p>External facades should be predominantly high quality masonry such as brick or flint, or traditional lime render or painted brick in colours drawn from the local palette. Timber cladding can be appropriate in small areas but fibre cement cladding is not appropriate. Visible pitched roofs should be slate, good quality plain or pan tiles, zinc or other standing seam roofing. Other materials can be appropriate if clearly justified by the architectural concept.</p> <p>Alterations and energy efficiency improvements should not obscure high quality existing external materials such as brick and flint work. Replacement windows, balcony metalwork and similar should be of similar quality as the existing – uPVC windows, doors, fascias and cladding are not acceptable.</p> <p>Achieving the urban greening factor is likely to require the use of green roofs and climbing plants as well as green cover as part of landscape design.</p>
<p>Landscape design and materials (see also <a href="#">CC7</a>, <a href="#">CC8</a>, <a href="#">PS1-5</a>)</p>	<p>Landscape design should incorporate SuDS features including rain gardens and permeable paving. Additional street planting, of trees that will mature to provide good canopy spread and height, should be included where possible.</p>



## 5.4 Gorleston seafront

To be read in conjunction with relevant Local Plan policies including those shown on figure 59.

This character area comprises the seafront of Gorleston stretching south from the pier and the harbour arm along Marine Parade, including the public open green space. The majority of the Gorleston seafront is within the Gorleston Conservation Area Extensions.

### Area characteristics:

- Gorleston's sea facing buildings on the Marine Parade are mostly early 20th century detached and semi-detached variations on villa typology. Those at the northern end are more generously scaled, up to 2.5 storeys in height, while towards the southern end the scale of buildings decreases to more modest proportions.
- Villas typically have prominent pitched roofs with dormers and rooms in the roof rather than a full upper storey.
- Villas are set back from the pavement edge behind well-planted and generous front gardens, usually including on-plot parking.
- The villas are often with stylistic flair, features and individual detailing – whether Gothic Revival, Arts and Crafts, neo-Georgian, neo-Elizabethan, modernist or mid-century styling. Bay windows can be characterful and sometimes topped with decoratively detailed leaded canopies. While the villas are not uniform in design, they typically are found in small groupings built at a similar time, and sharing stylistic features.
- The villas form the backdrop to well-used public open green space which includes community sports facilities, and an important vista in the townscape.



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Fig. 54. Map of character area





Fig. 55. Photographs of Gorleston seafront showing the generally uniform scale and development pattern with individual variety of dwelling design bringing character and liveliness to the streetscene. It can be seen how flat-roofed dwellings need careful design if they are not to appear boxy and out of place among the typical pitched-roof forms.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	35-50 dwellings per hectare for residential-led development. Development of apartments may reach slightly higher densities, depending on unit type and mix.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Detached and semi-detached building types within a villa pattern. Short terraces (e.g. 4-6 townhouses) may be appropriate in certain locations.
Building line (see also <a href="#">BF2</a> )	Set back from the pavement edge with planted front gardens and on-plot parking. Building line should not be set more than 2m forward or behind the line of adjacent buildings.
Height and massing (see also <a href="#">BF1</a> )	<p>Predominantly 2-2.5 storeys. 3 storey massing may be appropriate in certain circumstances but must be carefully justified with reference to the impact on context, and is unlikely to be acceptable as the predominant height for new buildings.</p> <p>Roof forms should be typically pitched, hipped, gambrel or mansard roofs, with steep pitches and dormers/gables. 'Catslide' roofs and chalet-style roof forms can be used. Flat roofed forms can be appropriate if carefully designed in relation to adjacent buildings, with high quality parapet detailing and well-proportioned windows.</p> <p>Inset balconies are preferable on street-facing elevations as these provide better shelter from wind, and can be more coherently integrated with the overall form and massing of buildings.</p>
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	<p>Both cycle and car parking and storage should be generously provided on-plot, due to the lower residential densities and larger size of homes expected in this character area. Car parking should include on-plot visitor parking. Good levels of secure, enclosed cycle storage should be provided close to front doors of homes and could be integrated with the provision of refuse storage.</p> <p>Where garages are provided (integrated or detached), these must not be set forward of the general building line.</p>
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage areas should be integrated into the design of front garden/parking areas.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	<p>Careful consideration of elevational design and proportion should be demonstrated through drawn street-scene elevations and perspective views of the proposal in context.</p> <p>Elevation design could include ornamental and decorative detailing including bay windows, decorative metalwork to balconies, eaves and verge detailing and shaped timber fascias.</p> <p>Avoid overheating resulting from overly large expanses of unshaded glazing. External shading to glazing can provide an opportunity for additional articulation to elevations.</p>



Boundary treatments (see also <a href="#">BD9</a> )	Boundary treatments to the street should be either low brick/flint walls, open timber fencing or good quality metal railings up to 1m tall, with planting in front and/or behind; or native hedging up to 1.3m tall. A visual connection between building and street must be maintained at eye level to maintain natural surveillance and safety.
Building design and materials (see also <a href="#">CI4</a> )	A wide range of external materials may be used but must be clearly justified by the architectural concept. Materials and detailing must be suitable for the exposed marine environment without requiring extensive frequent maintenance. For this reason brick, flint, good quality hung plain tile and other self-finished materials may be preferable for the majority of the external envelope.
Landscape design and materials (see also <a href="#">CC7</a> , <a href="#">CC8</a> , <a href="#">PS1-5</a> )	<p>On-plot parking should be surfaced in permeable materials. Tree planting within front and rear gardens is encouraged. Additional street planting, of trees that will mature to provide good canopy spread and height, should be included where possible.</p> <p>Materials and choice of plants in landscaping must be suitable for the exposed marine location.</p>

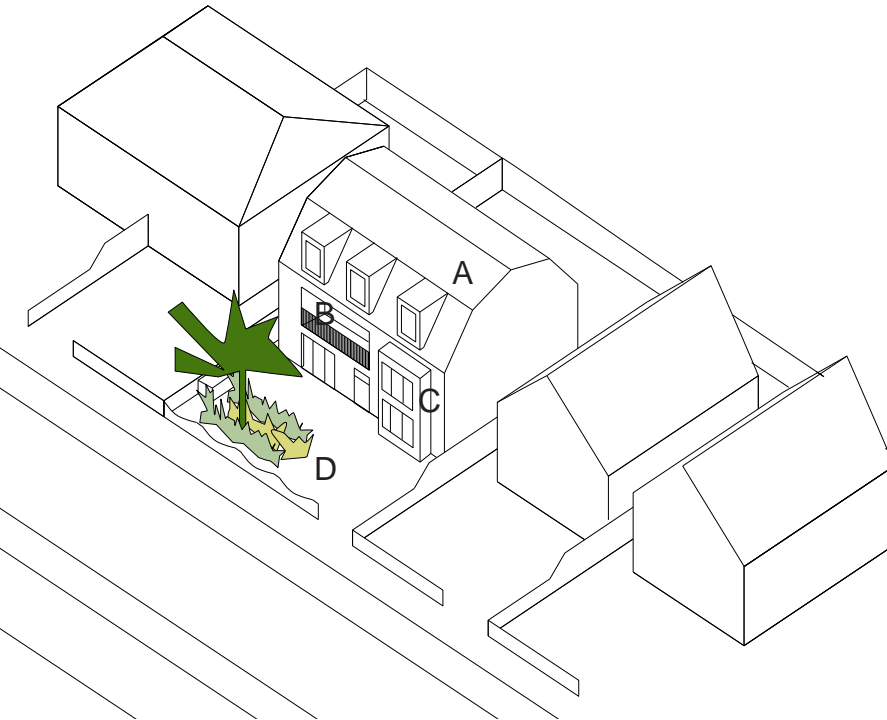


Fig. 56. Diagram showing development parameters for new detached seafront homes

A Pitched roof forms can reduce the visual impact of 3 storey new buildings adjacent to 2-storey existing buildings.

B Inset balconies provide greater shelter from the wind and maintain a coherent building line

C Bay windows and other features create an attractive frontage with detail that enhances the streetscape.

D Well planted front garden with low boundary treatment and on-plot car parking, cycle storage and refuse storage.

## 5.5 Great Yarmouth and Gorleston port and industrial areas

To be read in conjunction with relevant Local Plan policies including those shown on figure 62.

The port and industrial areas have more recent development in the borough and are an important visual reminder of the economic vitality/regeneration of the borough. In Great Yarmouth Town, South Denes port covers a significant portion of this character area and has a Design Code and Enterprise Zone in place. However, other industrial areas have potential for redevelopment over time.

The design code requirements in this section relate to residential and mixed use redevelopment and not to industrial/warehousing single use development, which should follow the code within the Local Development Order.

### Area characteristics:

- A strongly gridded plot pattern of relatively large plots with a wide range of building ages and styles, from good quality survivals of late 19th and early 20th century industrial buildings, to very recent large warehouses and including uncovered storage yards.
- Buildings are substantially in size and have very simple, functional massing
- There is a notable contrast between South Quay (historic waterfront) and the industrial development pattern on the other side of the river although they are seen together in the prominent riverfront vistas
- Earlier industrial buildings are predominantly brick with some concrete frame buildings with expressed structure giving them a strongly horizontal rhythm to their elevations. Some have attractive decorative features, large windows and address the street with articulated porches and elevational design.
- Later buildings are predominantly steel framed with lightweight sheet cladding emphasizing their simple massing of predominantly extruded pitched-roof forms.
- Some residential and other building types remain within the port and industrial areas, such as former pubs, churches as well as operational shops, cafes and smaller workshop buildings sometimes now used for studios. In many instances these add positively to the character of the streetscape.



Fig. 57. The riverfront industrial area seen from the bridge (left) and from the Gorleston riverfront (right)





Fig. 58. Map of character area



Fig. 59. Photographs showing the mixed nature of the character area. Due to the topography, views from Gorleston overlooking the riverside areas need to be considered. New apartment buildings present a blank and inactive ground floor frontage and do not take design cues from the attractive older industrial buildings which could form a strong reference point for the scale and articulation of substantial new buildings.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	<p>Minimum 50 dwellings per hectare for residential-led development with the expectation of substantially higher densities. Over 150 dwellings per hectare may be achievable.</p> <p>Plot ratios for mixed-use development of 2 or over.</p>
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Perimeter block development within gridded street pattern. Block pattern must be of sufficient scale to support higher density urban scale development. Where new streets and public routes are created, these must follow natural desire lines to local destinations including high streets and local centres.
Building line (see also <a href="#">BF2</a> )	<p>Consistent building lines should be maintained along the length of a block, but can be set back from the pavement edge to provide external spill-out space, which could include limited visitor parking, for ground floor commercial uses. Alternatively, buildings can be built up to the back of the pavement.</p> <p>Generous pavement widths should be provided including space for street trees and seating.</p>
Height and massing (see also <a href="#">BF1</a> )	<p>Predominantly 4-6 storeys (12-20m) but taller buildings may well be appropriate for waterfront sites.</p> <p>Urban block forms should be used with parapet roofs. Shallow pitched/hipped roofs are not appropriate for the pattern of development in these areas. Mansard roof forms, and set back attic storeys, may be appropriate if carefully designed.</p>
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	<p>Provide a high ratio of cycle storage and parking provision, and a low to medium ratio of car parking, due to good public transport, walking and cycling connections and the desired urban development pattern.</p> <p>Cycle parking and storage for residents and employees to be provided within building envelope or within the block interior.</p> <p>Car parking to be provided within the block interior, or in basement parking. Parking should be unallocated and include provision of car club spaces.</p>
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage to be provided within building envelope or within the block interior.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	<p>Elevations should have a regular rhythm, unless clearly justified by the architectural concept.</p> <p>Where non-habitable space is required due to flood risk, blank ground floor elevations must be avoided – refer to <a href="#">BD1</a> for further guidance.</p> <p>Design of waterside elevations must create a coherent and very high quality composition with a civic character which complements the historic quayside area on each side of the River Yare, creating a truly distinctive character.</p>
Boundary treatments (see also <a href="#">BD9</a> )	Where buildings are set back from the pavement edge, boundary treatments must be kept below 1m in height to maintain an active frontage relationship and permeability to the street. Boundary treatments could include brick/flint walls, good quality metal railings, or planted boundaries.

Building design and materials (see also <a href="#">CI4</a> )	<p>External facades should be predominantly high quality masonry such as brick, flint or stone. Timber cladding can be appropriate in small areas. Render should be avoided. Visible pitched roofs should be slate, good quality plain or pan tiles, zinc or other standing seam roofing. Other materials can be appropriate if clearly justified by the architectural concept.</p> <p>Achieving the urban greening factor is likely to require the use of green roofs and climbing plants as well as landscape design.</p>
Landscape design and materials (see also <a href="#">CC7</a> , <a href="#">CC8</a> , <a href="#">PS1-5</a> )	<p>Landscape design should incorporate SuDS features including rain gardens and permeable paving. New street trees that will mature to provide good canopy spread and height, should be included throughout.</p>
Other	<p>Waterfront sites must ensure public access to the full length of the waterfront creating a high quality public realm for walking and cycling, including street trees, lighting, public art. At least 10m depth of public realm is recommended along the length of the waterfront, and more generous provision is encouraged.</p> <p>Historically significant structures and buildings of quality, regardless of status as designated heritage assets, should be retained and reused if possible.</p> <p>Development near Nelson's monument must enhance the setting of the heritage asset.</p>



## 5.6 Caister-on-Sea village centre

To be read in conjunction with relevant Local Plan policies including those shown on figure 64.

This character area comprises the historic core of Caister-on-Sea, including the fishing village, 19th century and early 20th century cottages and terraces and the commercial high street. This is included as a character area due to its mixed character and historic importance. Although it lacks a formal designation of a Conservation Area or a high density of listed buildings, the area does have a distinctive character which could be eroded by unsympathetic infill development or redevelopment of sites.

### Area characteristics:

- A close-knit pattern of development of narrow streets and alleys leading off the main streets (High Street/Yarmouth Road, Beach Road, Tan Lane).
- A wide variety of building styles, ages and types within an overall low-rise relatively high-density pattern, giving the streetscape variety and interest.
- Buildings are mainly cottages and short terraces with some unusual typologies, for example along Clay Road and Victoria Street, where outbuildings and private yards abut the street with the homes set back.
- Some 1920s / 1930s buildings with art deco features remain of good quality and in good condition.
- Several buildings by the seafront hold significant heritage value, such as the Coastguard and fishing cottages, both in terms of cultural and architectural value.
- Lanes and alleys are frequently unsurfaced, maintaining the informal fishing village character, but in some places boundary treatments are unattractive and of poor quality.
- Some 20th century and later development has not maintained the close-knit character with large setbacks and areas of front curtilage parking, and gaps between buildings resulting in less coherence to the built form and character.

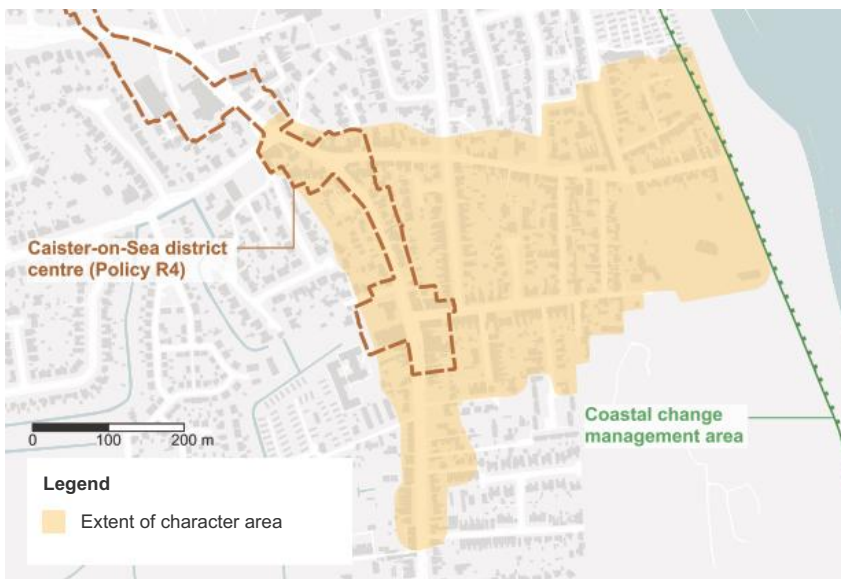


Fig. 60. Map of character area





Fig. 61. Photographs of the Caister-on-sea village character area

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	Minimum 30 dwellings per hectare, with higher densities up to 50 dwellings per hectare possible depending on unit type and mix.  Plot ratios for mixed-use development of 1 or over.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Low-rise building forms which can include short terraces, detached and semi-detached buildings, courtyard housing and mews lanes. Avoid lengthy stretches of uniform building types. Private gardens/courtyards should be kept small to maintain the close-knit low-rise character.
Building line (see also <a href="#">BF2</a> )	A varied building line is acceptable with buildings set tight to the street edge or set back up to 3m. Infill development on the main streets should conform to the building line set by neighbouring development, varying by up to 1m.
Height and massing (see also <a href="#">BF1</a> )	Predominantly 1-2 storeys. 3 storey development may be appropriate in locations where this does not dominate the streetscape and away from corners.  Varied roof forms are acceptable, including pitched, hipped, gambrel and mansard roofs, parapets with flat or mansard roofs behind, and dormers.
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	Cycle and car parking and storage must be provided on-plot. Avoid extensive front curtilage parking.
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage to be provided within building envelope or well-integrated into the design of front gardens/yards.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	Elevations should be relatively simple and modest. New shopfronts should strictly follow the guidance of the Shopfronts Design Guide.
Boundary treatments (see also <a href="#">BD9</a> )	Front boundary treatments should be low brick or flint walls, open timber picket or post-and-rail fencing, metal railings or native hedging – all below 1m high. Where side or rear gardens or yards abut the street, they should be bounded by solid walls to 2m, in high quality materials e.g. brick or flint, or by hedging. Close boarded fencing to side or rear boundaries is not acceptable.
Building design and materials (see also <a href="#">CI4</a> )	External facades should be high quality masonry such as brick or flint, traditional lime render or painted brick in colours drawn from the local palette, or timber weatherboarding. Metal cladding can be appropriate in small areas. Visible pitched roofs should be slate, good quality plain or pan tiles, zinc or other standing seam roofing. Other materials can be appropriate if clearly justified by the architectural concept.
Landscape design and materials (see also <a href="#">CC7</a> , <a href="#">CC8</a> , <a href="#">PS1-5</a> )	Front gardens/yards including parking, and private lanes and paths should be surfaced in permeable materials. Bound or unbound gravel surfacing to parking areas and private lanes/alleys is preferable to block paving.  Planting should use species that are salt- and drought-resistant, suitable for the soil and climate of the village.



Other	Opportunities for sensitive infill and redevelopment of under-utilised sites should be supported where they mend the street line., reinforce the close-knit pattern of development, and reduce the impact of front curtilage parking on the streetscape.
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Fig. 62. Opportunities for improvement of the character area  
Left: close boarded fencing to the public realm does not enhance the character of the area.  
Right: parking areas onto the street detract from the overall close-knit character of the area and provide opportunities for redevelopment.

# Area types

## 5.7 Terraced streets and squares

This area type, resulting from the 19th century expansion of Great Yarmouth and Gorleston, consists predominantly of terraced streets of various kinds, ranging from tight back-to-back terraces to more elaborate developments of the period including squares and public gardens. Some of this character area is covered by Conservation Areas (St Nicholas/Northgate Street, St George's, Prince's Road, Camperdown) which protect set-piece environments and buildings.

### **Area type characteristics:**

- Mainly terraced housing in a gridded, back-to-back, street pattern intersected in places by historic rope walks running at diagonal angles
- Homes typically have small, or no, front yards or gardens. Where front gardens or yards exist, they are typically bounded by low brick walls or railings where they have not been converted for use as parking spaces.
- Rear gardens and yards vary, with some streets having little or no rear gardens or yards, while others have more generous rear gardens that now contribute to the overall green infrastructure of the area.
- Typically, rear alleys give access to the block interior, and in some places small greens can be found in the block interior, accessed from the street and frequently used for car parking. Due to the predominance of rear alleys, front yards/gardens are rarely used for refuse bins or cycle storage.
- Churches (contemporary to the terraced streets) and their churchyards, as well as formal parks and gardens, form strong landmarks within the street pattern. A few semi-detached homes, or larger community use buildings sit at street junctions.
- The design of street frontages ranges from plain workers housing to more ornate middle-class housing with a greater level of façade detail. Many streets are characterized by projecting bays, decoratively embellished, and many homes retain original sash windows and other features. Towards the seafront, terraces often have elegant original balconies. Plainer, flat-fronted terraces have simple well-proportioned elevations but have typically been more heavily altered.
- Areas of later development do not consistently reinforce a continuous and active street frontage and have resulted in 'left-over' areas of public space with no clear purpose, forecourt parking, and blank frontages to the street.
- Most streets have narrow pavements and lack street trees. A lack of off-street parking means that streets can be dominated by parked cars.





Fig. 63. Map indicating main areas of terraced streets and squares in Great Yarmouth and Gorleston-on-Sea. Other small areas of this character type can be found across the borough.



Page 174 of 209. Photographs showing the wide variety of terraces found across the borough





Fig. 65. Photographs showing some of the challenges of the terraced streets.

Top: streetscenes can become dominated by cars, and pavement parking means pavements are not accesible for all users.

Middle left: historic terraces, particularly of smaller workers housing, can be difficult to find appropriate new uses for.

Middle right: new infill development on this terraced street maintains the overall scale and roof form, but lacks the rhythm of the terraced house pattern, with shared porches and front yards meaning the houses appear to be larger linear buildings rather than terraces. The front boundary treatments and accommodation of the level change is also awkward and does not enhance the streetscape, and the windows do not have the attractive proportions of the other houses on the street

Bottom: rear alleys and yards behind terraced houses often present an uncared for appearance and garage sites provide the opportunity for sensitive infill which could provide upper floor living space while retaining parking where needed.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	Dependent on the location, typically 50 dwellings per hectare for residential-led development, with the expectation of higher densities of up to 100dph. In some areas, lower densities of 35-50 dwellings per hectare may be appropriate.  Plot ratios for mixed-use development of 2 or over.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Low-rise high-density terraces with unbroken street frontages.
Building line (see also <a href="#">BF2</a> )	Maintain the building line set by existing adjacent buildings to ensure streets continue to have a consistent appearance. Commercial development must also maintain the prevailing building line and should not be set back behind parking. Variation from the building line of adjoining buildings should be under 1m. On street-facing elevations, balconies should be inset not projecting.
Height and massing (see also <a href="#">BF1</a> )	Terraces vary from 2-5 storeys. Height of new development should match that of surrounding buildings, or add one additional storey. On larger sites, greater variance in height may be acceptable but must be shown to sit comfortably within the townscape without extensive visible flank walls.  Varied roof forms are acceptable, including pitched, hipped, and mansard roofs, parapets with flat or mansard roofs behind, and dormers. Roof forms should predominantly match neighbouring building types unless a clear design rationale is presented for an alternative approach.
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	Cycle storage and parking should either be integrated into the design of front garden/yard space; within the building envelope; or within storage accessible directly from rear alleys (where present). Car parking must not be provided within front curtilage areas.
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage should either be integrated into the design of front garden/yard space; within the building envelope; or within storage accessible directly from rear alleys (where present). Avoid creating new rear alleyways. Refuse containers must have dedicated enclosed storage so they are concealed from view.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	Elevations should follow a rhythmic pattern and broadly vertical proportions. Bay windows and ornamental detailing can assist in creating attractive and contextually sympathetic elevations.
Boundary treatments (see also <a href="#">BD9</a> )	Front boundary treatments should be low brick or flint walls, open timber picket fencing, metal railings or native hedging – all below 1m high. Side and rear garden boundaries to streets or rear alleyways should be bounded by solid walls to 2m, in high quality materials e.g. brick or flint, or by hedging. Close boarded fencing to side or rear boundaries to the public realm, including alleyways, is not acceptable.

Building design and materials (see also <a href="#">CI4</a> )	External facades should be predominantly high quality masonry such as brick or flint, or traditional lime render or painted brick in colours drawn from the local palette. Timber cladding can be appropriate in small areas. Visible pitched roofs should be slate, good quality plain or pan tiles, zinc or other standing seam roofing. Other materials can be appropriate if clearly justified by the architectural concept.
Landscape design and materials (see also <a href="#">CC7</a> , <a href="#">CC8</a> , <a href="#">PS1-5</a> )	Landscape design should incorporate SuDS features and all parking areas should use permeable paving. Additional street planting, of trees that will mature to provide good canopy spread and height, should be included where possible.
Other	<p>Maintain and enhance the character of the Conservation Areas in line with the Conservation Area Appraisals.</p> <p>Improvements to the quality of rear alleys and publicly accessible greens/courtyards in the block interior should be sought, to regularize the layout of parking, improve safety, add tree planting and create opportunities for functional use of the public realm.</p>



## 5.8 Interwar housing estates

This area type comprises housing developed by both private developers and local councils, in rural and suburban settings. It includes the so-called 'homes fit for heroes' built to address housing shortages after World War 1, as well as speculative development along 'garden city' design principles. Development within these estates is generally limited to small infill sites, on-plot replacement dwellings and upgrading of properties for energy efficiency.

### Area type characteristics:

- Spacious cottage estate layouts of semi-detached and short terrace forms.
- Generous gardens to front and rear, typically larger in villages than the towns.
- Simple house plans with good room sizes, adaptable and extendable.
- Typically generous setbacks from the street which now often accommodate front curtilage parking. Low rise walls to front garden and many street facing windows gives these streets a safe presence, 'active surveillance'
- Attractive mature planting in some areas including street trees, although others suffer from a poor quality streetscape.
- Many estates have attractive period detailing drawing on Arts and Crafts and moderne influences, including decorative brickwork, arched openings to porches and front doors, catslide roofs, bay windows and dormers. Simpler estates still have good proportions, generous window sizes and plain but well-built character.
- External elevations are typically red or brown brick or render, with hung tile or timber weatherboarding to features. Roofs are typically plain tile or slate.
- Higher density estates, such as in Great Yarmouth town, sometimes have narrower roads and pavements resulting in issues of on-street parking (sometimes on pavement parking) and bins.
- Parking and bin issues are less pronounced where pavements and roads are wider.



Fig. 66. Photographs of interwar housing estates. Left: example showing attractive mature hedges and planting and well-proportioned homes. Right: some estates have a poor quality public realm with few street trees and dominant highways.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	Dependent on the location, densities of 30-50 dwellings per hectare are expected. Higher densities may be appropriate for larger sites and/or development that predominantly comprises apartments.  Plot ratios for mixed-use development of 1 or over.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Street-based pattern predominantly comprising terraced and semi-detached buildings. In some locations, backland development can be an appropriate way to create additional homes within existing neighbourhoods.
Building line (see also <a href="#">BF2</a> )	Buildings should be set back behind well-landscaped front gardens (residential) or parking (commercial/mixed-use). Maintain the building line set by existing adjacent buildings to ensure streets continue to have a consistent appearance. Commercial development must also maintain the prevailing building line. Variation from the building line of adjoining buildings should be 1-2m.
Height and massing (see also <a href="#">BF1</a> )	2-3 storey development predominantly. 4 storey massing may be acceptable in certain locations subject to very careful consideration of design. Single-storey new development is not appropriate.  Varied roof forms are acceptable, including pitched, hipped, and mansard roofs, parapets with flat or mansard roofs behind, and dormers. Roof forms should predominantly match neighbouring building types unless a clear design rationale is presented for an alternative approach.
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	Cycle storage and parking should either be integrated into the design of front curtilage areas or within the building envelope. Parking can be provided within front curtilage areas but must be well screened by landscaped boundary treatments.
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage should be integrated into the design of front garden/yard space; or provided within the building envelope.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	Elevations should have a regular rhythm unless clearly justified by the architectural concept. Bay windows and carefully designed ornamental detailing can assist in creating attractive and distinctive character.
Boundary treatments (see also <a href="#">BD9</a> )	Front boundary treatments should be low brick or flint walls, open timber picket fencing, metal railings or native hedging – all below 1m high. Side and rear garden boundaries to streets or rear alleyways should be bounded by solid walls to 2m, in high quality materials e.g. brick or flint, or by hedging. Close boarded fencing to side or rear boundaries visible from the public realm is not acceptable.
Building design and materials (see also <a href="#">CI4</a> )	External facades should use good quality brick, flint or hung tile, timber cladding or weatherboarding or render. Visible pitched roofs should be slate, good quality plain or pan tiles, zinc or other standing seam roofing. Other materials can be appropriate if clearly justified by the architectural concept.

Landscape design and materials (see also CC7, CC8, PS1-5)	<p>Landscape design should incorporate SuDS features and all parking areas should use permeable paving. Additional street trees that will mature to provide good canopy spread and height, should be included where possible. New gardens should include trees.</p> <p>Front gardens should be mostly soft landscaped, with limited paved surfaces. Where existing front gardens are proposed for conversion to parking, this is only appropriate when the majority of the garden will remain soft landscaped and there will be no loss of trees.</p>
Other	<p>Development should enable improvement of the public realm through inclusion of SuDS, seating, informal natural play and biodiverse planting.</p> <p>Upgrades to the energy performance of existing buildings should be consistent along a street or group of homes</p>



Fig. 67. Examples of interwar estates around the borough. Some have attractive leafy landscaping but others lack street trees and corners have under-used public realm which could be improved by tree planting, public realm improvements such as seating and ‘play on the way’, and sensitive infill development that could enclose the corner with a continuous built frontage.



## 5.9 Postwar housing estates

This area type comprises estate housing developed by both private developers and local councils, from World War 2 up to the present day. Estates range widely in style but each has a distinctive character and pattern of development. Development within these estates is generally limited to small infill sites, redevelopment of garage sites and under-utilised 'left over' spaces, on-plot replacement dwellings and upgrading of properties for energy efficiency.

### Area type characteristics:

- Most post-war estates take low-density patterns of development made up of semi-detached and detached houses, with spacious front and back gardens.
- Layouts are frequently arranged around curving streets and include a high proportion of cul-de-sacs. In some cases this results in a lack of legibility to the street layout, a lack of connectivity along natural desire line routes to local destinations, and awkward relationships between buildings and the public realm.
- Estates include both two-storey and bungalow (1-storey or 1.5 storey) development. 3 storey development is rarely found.
- The quality and function of public open spaces is mixed with many estates including indeterminate green spaces which are not well used either functionally nor for biodiversity. Some estates have good mature street trees/planting while others lack any canopy cover and have sterile grass verges.
- The layout and type of parking on some estates, including garage blocks and parking courts, frequently create blank flank walls and lack of active frontages / natural surveillance to the public realm.
- Materials, styles and details vary between estates. Some estates, particularly from the 1950s-1970s, have characterful and attractive original details and features which add to their coherence and distinctiveness. Others comprise a range of house types on a single street or estate, with little overall coherence, and extensions and alterations have further eroded the design identity of the estate as a whole. In the more attractive estates, their coherence and quality usually derives from the use of a more limited palette, typically brick with other materials used for details or features only.



Fig. 68. Postwar estates are hugely varied and include attractive, relatively compact 1950s social housing and very low-density estates drawing on American suburban models.





Fig. 69. Examples of the opportunities and challenges posed by postwar estates. Typically very low-density, they often lack good street trees and while they benefit from very wide streets and expansive verges, these are sterile, lacking trees or biodiverse planting, and do not offer residents spaces to play or socialise. Some estate layouts present flank walls to the street and lack natural overlooking. Boundary treatments to the side and rear of dwellings often face streets and can create lengthy blank frontages. There is the opportunity for 'gentle densification through infill and adaptation which does not need to compromise the character of these often well-loved neighbourhoods.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	Dependent on the location, densities of 30-40 dwellings per hectare are expected.  Plot ratios for mixed-use development of 1 or over.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Infill development should reinforce a legible street pattern fronted by detached and semi-detached buildings, and short terraces. In some locations, tandem (backland) development can be an appropriate way to create additional homes within existing neighbourhoods and this may take a range of forms.
Building line (see also <a href="#">BF2</a> )	Buildings should be set back behind well-landscaped front gardens (residential) or parking (commercial/mixed-use). Maintain the building line set by existing adjacent buildings to ensure streets continue to have a consistent appearance. Commercial development must also maintain the prevailing building line. Variation from the building line of adjoining buildings should be 1-2m.
Height and massing (see also <a href="#">BF1</a> )	2-3 storey development predominantly. 4 storey development may be acceptable in certain locations. Single-storey new development is not appropriate.  Where replacement dwellings are proposed, the new dwelling may be up to 1 storey taller than the building it replaces, unless daylight, sunlight and privacy of neighboring homes and gardens will be impacted to an unacceptable degree.
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	Cycle storage and parking should either be integrated into the design of front curtilage areas or within the building envelope. Parking can be provided within front curtilage areas but must be well screened by landscaped boundary treatments.  Where garages are provided (integrated or detached), these must not be set forward of the general building line.
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage should be integrated into the design of front garden/ yard space; or provided within the building envelope.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	Development and redevelopment within existing estates should form active frontages to streets and open spaces and provide natural overlooking to the public realm.
Boundary treatments (see also <a href="#">BD9</a> )	Front boundary treatments should be low brick or flint walls, open timber picket or post-and-rail fencing, metal railings or native hedging or planting – all below 1m high. Side and rear garden boundaries to the public realm should be bounded by native hedging, post and rail fences or solid masonry walls. Close boarded fencing to exposed side or rear boundaries is not acceptable.
Building design and materials (see also <a href="#">CI4</a> )	Materials should be sympathetic to the specific estate within which the site is located and design should be used to create an integrated and coherent appearance to the street.

Landscape design and materials (see also <a href="#">CC7</a> , <a href="#">CC8</a> , <a href="#">PS1-5</a> )	<p>Landscape design should incorporate SuDS features and all parking areas should use permeable paving.</p> <p>Additional street trees that will mature to provide good canopy spread and height, should be included where possible. New gardens should include trees.</p> <p>Front gardens should be mostly soft landscaped, with limited paved surfaces. Where existing front gardens are proposed for conversion to parking, this is only appropriate when the majority of the garden will remain soft landscaped and there will be no loss of trees.</p>
Other	<p>Development should enable improvement of the public realm through inclusion of SuDS, seating, informal natural play and biodiverse planting.</p> <p>Upgrades to the energy performance of existing buildings should be consistent along a street or group of homes</p>



## 5.10 Historic village centres

This area type comprises the historic cores of the rural villages, predominantly made up of organic development up to the early 20th century. Historic village centres are mostly, but not all, covered by conservation area appraisals and these should be consulted where relevant. Some villages lack conservation areas (i.e. Scratby, Ormesby St Michael, Filby, Mautby, Fritton, etc.) but do still have an attractive informal village centres and these fall into this area type. Development proposals in this area type are limited to small infill development, on-plot replacement dwellings, extensions and upgrades to properties to improve energy efficiency.

### Area type characteristics:

- Historic villages usually developed around generous green or cross-roads with gradual, but relatively limited, linear development of cottages and short terraces along lanes and narrow alleyways.
- The village centres often include a range of current and former places of worship reflecting the varied nature of denominations in this part of Norfolk and the history of non-conformism
- There is little industrial development or building types but some workshops and associated yards
- The development pattern is irregular and informal comprising cottages and buildings of a range of ages and styles, but typically unified by the use of locally prevalent building materials, including brick, flint and stone with some timber weatherboarding and lime render. Roofs are almost all pantiled with some use of plain tile and slate.
- Most buildings have attractive but small-scale proportions and plain detailing. Internal storey heights are usually considerably lower than can be accepted in new-build development which leads to some challenges where new proposals aim to replicate historic neighbouring precedents.
- Smaller lanes and alleyways can be unsurfaced which contributes to their informal rural character.
- Boundary treatments are typically low and informal, and front gardens are well-planted.



Fig. 70. Examples of typical historic village centres in the Borough.





Fig. 71. Examples of the charm and challenges of the rural villages. The organic pattern of development has resulted in a wide range of building types and styles, many originally designed as places of work, study or religion but now adapted to residential use.

Bottom left: well-detailed and sensitively designed infill housing successfully follows a clustered traditional pattern of cottage development with low boundary walls and parking carefully concealed.

Bottom right: new development does not always successfully create village 'greens' and other rural development patterns, as can be seen in the image. Some are set too far back and boundary treatments are poor.

**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	Minimum 30 dwellings per hectare. Plot ratios for mixed-use development of 1 or over.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Informal pattern of streets, greens, alleys and yards/courts. Buildings can be detached, semi-detached or in short terraces. Scale of buildings should be carefully considered in relation to the scale of the site/plot. Larger new detached homes should be sited on larger plots with sufficient landscaping, while smaller dwellings can form a more compact pattern of development with small courtyard gardens making better use of land.
Building line (see also <a href="#">BF2</a> )	A varied building line is acceptable with buildings set tight to the street edge or set back. The building line and development patterns should be site-specific and justified by close analysis of the surrounding context.
Height and massing (see also <a href="#">BF1</a> )	Predominantly 1-2 storeys. 3 storey development may be appropriate in locations where this does not dominate the streetscape and away from corners.  Roofs should be predominantly pitched, hipped, gambrel and mansard roofs. Flat roofed buildings may be appropriate for commercial or mixed-used development, or small apartment buildings, with careful design in relation to the site context.
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	Cycle and car parking and storage must be provided on-plot. Avoid extensive front curtilage parking.
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage to be provided within building envelope or well-integrated into the design of front gardens/yards.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	Elevations should have relatively simple detailing and use of materials, well-proportioned openings and provide natural overlooking of the public realm.
Boundary treatments (see also <a href="#">BD9</a> )	Front boundary treatments should be low brick or flint walls, open timber picket or post-and-rail fencing, metal railings or native hedging – all below 1m high. Where side or rear gardens or yards abut the street, they should be bounded by solid walls to 2m, in high quality materials e.g. brick or flint, or by hedging. Close boarded fencing to exposed side or rear boundaries is not acceptable.
Building design and materials (see also <a href="#">CI4</a> )	External facades should be high quality masonry such as brick or flint, traditional lime render or painted brick in colours drawn from the local palette, or timber weatherboarding. Metal cladding can be appropriate in small areas. Visible pitched roofs should be slate, good quality plain or pan tiles, zinc or other standing seam roofing. Other materials can be appropriate if clearly justified by the architectural concept.

Landscape design and materials (see also <a href="#">CC7</a> , <a href="#">CC8</a> , <a href="#">PS1-5</a> )	<p>Landscape design should incorporate SuDS features and all parking areas should use permeable paving.</p> <p>New gardens, and parking areas servicing commercial development, should include trees.</p> <p>Front gardens should be mostly soft landscaped, with limited paved surfaces. Where existing front gardens are proposed for conversion to parking, this is only appropriate when the majority of the garden will remain soft landscaped and there will be no loss of trees.</p> <p>Bound or unbound gravel surfacing to parking areas and private lanes/ alleyways is preferable to block paving.</p>
Other	Maintain and enhance the character of the Conservation Areas in line with the Conservation Area Appraisals.



## 5.11 Plotlands

Great Yarmouth includes a number of 'plotland' developments which originally grew up on marginal land in mostly seafront locations. Many are now threatened by coastal erosion and/or sea level rise but some remain well-loved and distinctive neighbourhoods with an unusual pattern and character. Some plotland areas now lie within coastal change management areas. Development proposals within this area type are typically small-scale infill development, on-plot replacement dwellings, extensions and alterations.

### Area type characteristics:

- Distinctive typology of strongly gridded or geometric street and plot layout containing unique and varied self-build homes
- Typically low-density although some have a medium-density character due to small garden sizes.
- Access lanes are often unsurfaced, with informal, low-level boundary treatments
- Homes are typically chalet-style with gabled roofs to the street, with no repetition of house types along a street or within a plotlands area, due to the self-built nature of the original development. Homes are typically set back from the street or access lane and many have porches.
- Homes are all 1-2 storeys with few 3 storey homes.



Fig. 72. Photographs of plotlands at Scratby.



**Design requirements:**

Maximum / minimum densities / plot ratios (see also <a href="#">BF3</a> )	Minimum 30 dwellings per hectare. Plot ratios for mixed-use development of 1 or over.
Development pattern (see also <a href="#">BF1</a> , <a href="#">BF2</a> and <a href="#">BF4</a> )	Gridded street and plot pattern of detached homes on relatively small sized plots
Building line (see also <a href="#">BF2</a> )	Buildings should be set back from the street and vary no more than 1m from the frontage line of neighbouring buildings.
Height and massing (see also <a href="#">BF1</a> )	Predominantly 1-2 storeys. 3 storey development may be appropriate in locations where this does not dominate the streetscape and away from corners.  Predominantly chalet-style forms with gabled roofs to the street, but a wide variety of building forms is encouraged. Uniformity of building design must be avoided, where a group of new homes or buildings is proposed.
Cycle and car parking (see also <a href="#">SM4</a> and <a href="#">SM5</a> )	Cycle and car parking and storage must be provided on-plot.
Servicing (see also <a href="#">SM6</a> and <a href="#">BD7</a> )	Refuse storage to be provided within front gardens/yards.
Street elevation design (see also <a href="#">CI4</a> , <a href="#">BD1</a> )	Varied and individual design approaches are encouraged.
Boundary treatments (see also <a href="#">BD9</a> )	Front boundary treatments should be low brick or flint walls, open timber picket or post-and-rail fencing, metal railings or native hedging – all below 1m high. Where side or rear gardens or yards abut the street, they should be bounded by hedging, post-and-rail fencing, or solid walls to 2m, in high quality materials e.g. brick or flint. Close boarded fencing to exposed side or rear boundaries is not acceptable.
Building design and materials (see also <a href="#">CI4</a> )	Varied materials are acceptable and encouraged.

<p>Landscape design and materials (see also <a href="#">CC7</a>, <a href="#">CC8</a>, <a href="#">PS1-5</a>)</p>	<p>Landscape design should incorporate SuDS features and all parking areas should use permeable paving.</p> <p>New gardens, and parking areas servicing commercial development, should include trees.</p> <p>Front gardens should be mostly soft landscaped, with limited paved surfaces. Where existing front gardens are proposed for conversion to parking, this is only appropriate when the majority of the garden will remain soft landscaped and there will be no loss of trees.</p> <p>Bound or unbound gravel surfacing to parking areas is preferable to block paving.</p>
<p>Other</p>	<p>Maintain and enhance the character of the Conservation Areas in line with the Conservation Area Appraisals.</p> <p>Improvements to the quality of rear alleys and publicly accessible greens/courtyards in the block interior should be sought, to regularize the layout of parking, improve safety, add tree planting and create opportunities for functional use of the public realm.</p>

## 6 Design requirements by development type

### 6.1 New housing developments

New large-scale housing developments on the outskirts of existing settlements pose specific challenges and require careful design in order to create active and characterful communities.

The borough-wide requirements of the Design Code set out how new developments should be designed in detail, including building form, materials and details. The following points capture some of the priorities for new larger developments in terms of masterplanning and integration with context.

#### **Relationship to landscape**

- New housing developments are highly visible in the landscape. Layout and design should ensure they form a positive backdrop to views and in particular that boundary treatments to the edge of developments have a rural character. Fronting new development onto access lanes around the perimeter of the site is not typical and it is preferable for rear gardens to form the while walking and cycling routes should provide permeability to the landscape beyond as well as views out from development to the rural landscape.
- The layout of new development should frame views of the open landscape beyond and link to the rural footpath network. Where possible, development should create new public rights of way that strengthen the footpath network and encourage appropriate active recreational use of the countryside.

#### **Integration with ‘host’ community**

- The layout of developments should integrate seamlessly with the network of streets and routes into the ‘host’ community and towards local destinations. These routes should be intuitive and direct, and create as much permeability for pedestrians and cyclists as possible while preventing unwanted vehicle movement.
- Layouts should site functional public open space – including play and recreational facilities - in locations where it can be easily accessed by existing and new residents. Accessible natural greenspace should also be located where it can be used by the wider community.
- Larger developments which include local services and other non-residential uses should also site these to form natural meeting points between existing and new residents, and these should be designed to be high quality landmark buildings.

#### **Pattern of development**

- Development should draw on the built and landscape character of the ‘host’ community and avoid generic layouts and house types.
- In larger developments, individual streets or sub-areas should have differentiated characters which can be achieved through the use of different approaches to layout, house designs, or variation in materials and details. The aim should be to articulate a design identity for each street or cluster, through planned and coherent design.
- In urban settings, corner buildings may often be the more prominent and taller elements in the streetscape. However, in vernacular rural settings, corner buildings

are rarely dominant and more substantial buildings typically form part of a continuous street frontage, are set back within grounds, or form a block to themselves. Corners should be carefully designed to work with the wider character of the development.

## Phasing

- Phased development should ensure that green infrastructure and functional walking and cycling routes are built as early as possible in order to build in active lifestyles for new residents from the start.



Fig. 73. Examples of common issues in new estate design in Great Yarmouth.

Top left: Close boarded fencing presents an unattractive edge to the open countryside.

Top right: Lack of street trees and areas of green verge which are not designed to allow for active uses such as play, seating, recreation. Extensive blank flank walls to the public realm should be avoided.

Bottom left: A lack of planting and street trees make new development bland and lacking in a distinctive identity; streets ending in close boarded fencing at the rear of adjoining gardens is unattractive and does not create permeability for pedestrians and cyclist; visible meter boxes detract from the quality of the streetscene; yellow brick is not typical of the local area.

Bottom right: rear parking areas are not well overlooked or sympathetically landscaped, making what could be a street fronted by dwellings into a 'dead space' only used by cars. Boundary wall is good quality and could be appropriate for a short boundary treatment, but not for a long boundary onto a public route.



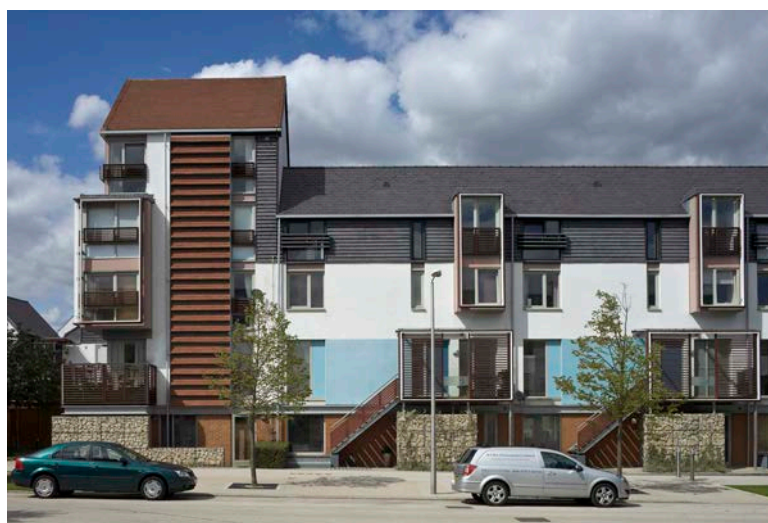


Fig. 74. Examples of successful new-build housing development.

Top left: a contemporary reinterpretation of terraced cottages enlivened by imaginative use of local materials in Peterborough.

Top right: Well-landscaped public realm with trees complements contemporary housing at Accordia, Cambridge.

Middle left: varied roofscapes make simple forms lively, and brick enclosures successfully conceal refuse storage and air source heat pumps at St Chad's Thurrock.

Middle right: single-storey homes for the elderly create an attractive square enlivened by expressive chimneys at Barking. Architect: Patel Taylor. Bottom left: traditional terraces provide a good precedent for simple town housing at Vassal Road, London. Bottom right: new housing with a lively use of materials and scale at New Hall, Harlow.

## 6.2 Infill development/redevelopment

Infill development and redevelopment of existing plots can make an important contribution to increasing the stock of homes in locations which already have good public transport, walking and cycling links, and can help sustain the viability of local shops and services.

The borough-wide requirements of the Design Code set out the standards that infill development should meet, and the area specific design requirements must also be followed. The following points capture some of the most important design considerations for infill development in terms of site planning and integration with context..

### **Making best use of land**

- Infill development should take the opportunity to gently densify neighbourhoods without substantially altering their character. Creative site layouts, unit layouts and design of amenity space should be used to create backland and mews development which does not compromise the privacy and daylight/sunlight of neighbouring properties.
- Careful massing and roof form should be used to minimise the visual bulk of proposals. Daylight and sunlight modelling should be used at an early stage to inform the design and layout.

### **Relationship to adjacent properties and local character**

- Building lines, external materials and the approach to boundary treatments must strictly follow the requirements set out for the character area. Adjacent properties may not form a suitable precedent if they are not of good quality design.
- Infill development is an opportunity to enhance and increase the distinctive character of a neighbourhood. Generic design approaches should be avoided and care taken to create elevations that are well-detailed, use durable and high quality materials, and complement the best examples from the wider area.

### **Landscaping**

- The requirement to provide adequate parking can lead to sterile front curtilage areas in front of infill development. Front curtilage parking must include green features such as substantial trees, planting, and green roofs or climbing plants on carports and cycle shelters.
- Landscaping must maximise the use of SuDS features throughout. Permeable surfacing is expected for all on-plot parking.



Fig. 75. Examples of infill development where new development reinforces the scale, setback and active frontage of the street with parking provided to the rear, although choice of brick does not reflect the local material palette.



## 6.3 New industrial, commercial and retail development

Industrial, commercial and retail development in out-of-town locations can fulfil important functions but rarely contributes positively to the character of the local area.

The borough-wide requirements of the Design Code set out design standards which apply to all forms of development. The following points capture some of the most important design considerations for out-of-town commercial development in terms of site planning and integration with context.

### **Site planning:**

- Non-residential development should also follow sound masterplan principles and create a legible layout of streets and movement routes with a clear relationship to the active frontages of buildings. A perimeter block approach will typically be more successful in creating a sense of safety, enclosure and legibility than isolated buildings within parking.

### **Landscape design:**

- Non-residential development generates a large car parking requirement and this must be designed to maximise the greening and SuDS opportunities. Tree planting should specify species that will grow to provide substantial canopy shade and be climate-resilient; permeable paving should be used; and all opportunities for introducing planting and biodiversity must be taken.
- Boundary treatments of non-residential development should use greening, such as climbing plants, to soften the visual impact of security fencing and to increase biodiversity on the site.
- External lighting should be very carefully designed to limit light pollution while ensuring a safe and attractive environment at night.

## 6.4 Development in the rural area

A wide range of development takes place within the rural area, ranging from agricultural structures; farm diversification; business units; tourism; agricultural-to-residential conversions; and reuse of historic and listed buildings. While some forms of development can take place within permitted development rights, others require full planning permission, listed building consent or other consents.

The landscape of Great Yarmouth is open and relatively flat, so buildings and settlements are visible from long distances and even those of relatively modest scale form landmarks. The impact of rural development can substantially alter the landscape character.

The borough-wide requirements of the Design Code apply to development within the rural area and the following points capture some of the priorities in terms of integration with context.

### Landscape setting:

- Long-range views must be considered and visualisations of proposals in context from publicly accessible viewpoints in the wider area submitted.
- Boundary treatments, and the incursion of domestic curtilages into the countryside, are highly visible due to the character of the local landscape. Soft boundary treatments such as timber post and rail fencing, native hedging and including tree planting where possible, should be used and close boarded fencing is not acceptable.

### Building design and materials:

- Rural development should carefully consider materials, form and massing to maintain an agricultural and farmstead design language. Simple pitched-roof building forms are preferred.
- Materials should be predominantly good quality brick, flint or stone; timber weatherboarding; or profiled metal cladding in natural and darker tones. Light coloured materials are highly visible against the landscape and should be used with care.

### Landscape design:

- Car parking areas can be highly visible within the rural area due to the long views. Parking areas must be very well landscaped and include trees which will, when mature, provide excellent canopy cover and shade.
- External lighting should be very carefully designed to limit light pollution while ensuring a safe and attractive environment at night.



Fig. 76. Left: Harsh boundary treatments to isolated homes would be better designed as soft hedges or post and rail fencing, or low height wall. Right: new home in Lincolnshire is unobtrusive in the landscape and has low boundary wall. Architect: Caruso St John.



## 6.5 Holiday Parks

Holiday park development forms an important part of the local economy. However these areas are typically situated close to significant natural landscape locations, therefore issues with these areas are primarily around boundary treatments to surrounding context and landscape.

The borough-wide requirements of the Design Code apply equally to holiday park development and the following points capture some of the priorities in terms of masterplanning and integration with context.

### Landscape setting:

- Mitigate opportunities for recreational disturbance to natural wildlife/landscape locations through the design of the movement network/connection to green spaces as well as provision of suitable alternative natural green spaces for recreation.
- Ensure boundary treatments create a positive and attractive frontage to streets and to the countryside. Close boarded fencing is not appropriate. Static caravans and lodges must be well-screened from public view points and the view from neighbouring homes and rights of way should be enhanced by extensive on-site landscaping
- External lighting should be very carefully designed to limit light pollution while ensuring a safe and attractive environment at night.



Fig. 77. Examples of different boundary treatments to holiday parks.

Top left: the timber fence is less obtrusive than a tall close-boarded fence, but does not help to soften the boundary as the hedge does.

Top right: some holiday parks work well without a secure boundary treatment.

Bottom: due to the wide flat landscapes, holiday parks can be seen from long distances even though they are generally only single storey. Tree planting of large-scale trees would help to soften and screen the visual impact

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25	Brentwood School	Cottrell and Vermeulen
25	Ely Museum	HAT Projects / Philip Vile
25	Hunsett Mill	Acme
26	Great Kneighton and New Hall aerals	Google Earth Studio
28	Tibby's Yard	Ash Sakula
28	Great Kneighton	Proctor Matthews
28	Molenplein	Tony Fretton
28	Walberswick House	Dow Jones
28	Pewsey housing	Tony Fretton
30	Diagram of street hierarchy	National Model Design Code
31	New Hall, Harlow	<a href="https://thelandscape.org/2014/09/07/the-search-for-good-design-part-1/">https://thelandscape.org/2014/09/07/the-search-for-good-design-part-1/</a>
32	Eastcote High Street	Steer and Project Centre
32	Floating bus stop	<a href="https://www.cycling-embassy.org.uk/dictionary/floating-bus-stop">https://www.cycling-embassy.org.uk/dictionary/floating-bus-stop</a>
33	Eddington housing	Mole Architects
34	Vauban	
34	Eddington	

Page	Image	Credit - unless otherwise stated, credit is in the format Architect / Photographer
35	Great Kneighton	Proctor Matthews
36	Great Kneighton	Proctor Matthews
38	Marmalde Lane	Mole Architects
38	Van Gogh Walk	
38	Woonerf Street	
38	Lime Tree Square	
38	Great Kneighton	Proctor Matthews
39	Edinburgh cycle store	
39	Cycle store with green roof	
41	On-street SuDS	CIRIA SuDS Manual
41	Greenhithe street	
41	Lacuna, West Malling	
41	The Channels, Chelmsford	JTP
43	Carrowbreck Meadow	
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48	Salamanca Farm	A Squared
48	Goldsmith Street	Mikhail Riches
49	Public/private space diagram	National Model Design Code
50	Diagrams of building height	National Model Design Code
50	Goldsmith Street	Mikhail Riches
50	The Channels, Chelmsford	JTP
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# Great Yarmouth Borough-Wide Design Code

## SUPPLEMENTARY PLANNING DOCUMENT (SPD)

### Consultation Statement

July 2023





## Contents

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## 1. Introduction

This document provides a summary of the informal consultation undertaken on the Great Yarmouth Borough-Wide Design Code Supplementary Planning Document (SPD) under Regulation 12 of the Town and County Planning (Local Planning) Regulations 2012 (as amended). It provides the information required under Regulation 12 and 13 of the above mentioned regulations. The document sets out:

- Which bodies and persons the local planning authority invited to make representations under regulation 12,
- How those bodies and persons were invited to make representations under regulation 12,
- A summary of the main issues raised by the representations made pursuant to regulation 12,
- How these representations have been taken into account in the production of the draft SPD

The Great Yarmouth Borough-Wide Design Code was subject to continuous ‘informal’ consultation throughout the preparation of the draft supplementary planning document between September 2022 and May 2023.

In accordance with the Council’s adopted Statement of Community Involvement (SCI) the Council targeted specific groups and stakeholders involved with, and a vested interest in, the development of the built environment in the borough. This involved holding meetings and workshops with external stakeholders across the following dates to shape the code’s core principles and detailed design guidance:

- Developer and Agents Forum – 14 October 2022
- Active Norfolk – 22 November 2022
- Natural England – 25 November 2022
- Parish Councils Workshop – 28 November 2022
- Great Yarmouth Civic Society – 29 November 2022
- Historic England – 1 December 2022
- Developer and Agents Workshop – 31 January 2023
- Norfolk County Council (Highways, LLFA, Natural Environment Team) – 27 February 2023

The different workshops elicited a wide range of views and design considerations. These have been summarised, together with how they have been addressed in the production of the Draft SPD, in Appendix 1.

The preparation of the Great Yarmouth Borough-Wide Design Code SPD was also guided through a regular design code ‘steering group’ in partnership with officers from the Council’s planning and conservation department, the Highways Authority, Lead Local Flood Authority and Historic England.

## 2. Summary of main issues raised and how they have been addressed

This section summarises the main issues raised at each external meeting/workshop, setting out how they have been taken into account in the production of the Draft SPD.

### Developer and Agents Forum – 14 October 2022

#### Summary of main issues raised

- Design Code should be tested for viability.
- Highways (NCC) is the main barrier to raising design quality – causing delays and demanding poor design solutions such as wide radius corners, footway crossings not on desire lines.
- Adoption of trees, SuDS, on-street parking is a challenge leading to too many parking courts.
- Difficult to find consultants with good skills in integrating SuDS, highways requirements and biodiversity.
- Welcome NDSS as standard but room sizes should not be specified as too much detail.
- Rear garden dimensions should be carefully considered so they are deliverable and compatible with density assumptions.

#### How issues have been addressed

- Discussions have been held with NCC Highways and the LLFA regarding design of highways and SuDS features – their feedback has been incorporated into the draft Design Code.
- NDSS and garden size guidance is included in the Design Code.
- Viability testing in detail is outside scope but the code follows best practice from elsewhere.

### Active Norfolk Meeting – 22 November 2022

#### Summary of main issues raised

- Healthy Streets awareness should be raised.
- Design should prioritise the prevention of poor infrastructure (e.g. layouts not conducive to active lifestyles) rather than looking to compensate with activity equipment.
- Concern around the viability of development being an excuse for good quality design being avoided.
- Briefing on demographic and health inequalities within the borough given, highlighting that seafronts are not always used by residents, some of whom have never been to the beach despite living close by.
- References given to various sources of guidance produced by Active Norfolk and other related bodies.
- Desire for impactful measures not generic guidance.

#### How issues have been addressed

- All the main issues raised have been incorporated into the Design Code.
- Some matters raised are outside the scope of the Design Code – it is not possible to stipulate extremely detailed requirements or specific measures to be included within sites.

## **Natural England Meeting – 25 November 2022**

### Summary of main Issues Raised

- Importance of connecting people with nature for mental health.
- Design code should highlight opportunities for multi-functional green spaces and greening of building fabric e.g. roofs, walls.
- Reference new Green Infrastructure standards to be published by Natural England in January.
- Blue as well as green infrastructure to be considered.
- Trees guidance in the design code should emphasise importance of right tree for the climate, location, scale etc.
- Recreational disturbance of natural greenspace near holiday parks is a concern, design code should highlight requirement to control this and provide suitable alternative natural greenspace.
- Disturbance is generally an issue from new development.
- Importance of linking and joining up habitats.
- Phased developments should consider what happens to land allocated for future phases as an 'interim' habitat.

### How the issues have been addressed

- All the issues raised have been incorporated into the draft Design Code.

## **Parish Council Workshop – 28 November 2022**

### Summary of main issues raised

- Accessibility and connectivity of footpaths should be highlighted – connecting together rather than dead-ends.
- Concern around design of extensions and garage conversions which lead to parking on-street or on pavements.
- Concern generally around pavement and antisocial parking.
- Electric car charging should be included.
- Highways issues.
- A number of matters raised about specific developments that have already been constructed in terms of poor practice and design.

### How the issues have been addressed

- All matters raised have been addressed in the Design Code, apart from matters falling within permitted development which is out of scope.

## **Great Yarmouth Civic Society Meeting – 29 November 2022**

### Summary of main issues raised

- Concern around town wall setting.
- Concern that historic town centre has been ruined by shopping centre developments.
- Issues with viability leading to poor quality or lack of development/redevelopment of sites.
- Local list of non-designated assets currently in discussion with Council.
- More trees should be planted.
- Concern around size of homes in new developments being too small.



- A number of specific heritage assets raised as issues.
- Would like to see Design Code address over-cladding and over-rendering of older and original features.
- Would like to see developers base designs off 'true' historical references rather than newer examples that are not in fact related to the local vernacular.
- Concerns around maintenance of features e.g. decorative wooden fascias that are not repainted.

#### How the issues have been addressed

- Main issues raised have been addressed in Design Code development.
- Some site-specific comments not addressed as these fall into the development briefs and SPDs for regeneration sites.

### **Historic England Meeting– 1 December 2022**

#### Summary of main Issues Raised

- Importance of highlighting below ground archaeology not just above ground heritage.
- Town centre intensification should be achieved and would welcome a modern reinterpretation of the 'Row' typology within Great Yarmouth town centre as part of redevelopment of vacant land/car parks.
- Design guidance should reference Historic England guidance.
- Design guidance should be practical and plain English.
- Good practice case studies suggested.
- Would like to see a good evidence base for characterisation. Concerned that Conservation Area Appraisals are not published or adopted.
- Would like to see design coding for roof form and height.
- Feel colour guidance would be too prescriptive.

#### How issues have been addressed

- All the main issues have been incorporated into the Design Code where within scope.
- Evidence base for characterisation has taken a proportionate approach within available resources and Conservation Area Appraisal reviews or adoption are not within scope of the Design Code.

### **Developer and Agents Workshop – 31 January 2023**

#### Summary of main issues raised

- Interpretation of highways guidance is sometimes contradictory and inconsistent.
- The 'market' wants homes in cul-de-sacs not a more networked street pattern.
- Neighbour disputes can arise from shared parking areas.
- Choice and availability of materials is an issue when attempting to reflect local materials and vernacular.
- Welcome using NDSS as the space standard.
- Rigid guidance on back to back distances/overlooking would be problematic to implement.
- Standards for amenity space should take account of proximity of good quality public open space.
- Lower design speeds accepted by Highways authority would assist in producing better design.

- Adoption of SuDS and street trees is a barrier to including them in schemes.
- Would like to have lower parking ratios but Highways authority will not accept that walking and cycling can be used instead of the car.
- Future Homes Standards should be met.
- Residents like close boarded fencing.
- Would like to see mandatory energy efficiency and low/zero carbon technology standards.

How the issues have been addressed

- Issues raised have been addressed in development of the design code.
- Some matters raised have been balanced against wider design considerations.
- Guidance has been developed to address concerns around over-prescriptive approach, and aims to allow alternative approaches to be taken while giving clear guidance on acceptable design solutions.

**Norfolk County Council Meeting (Highways, LLFA & Natural Environment Team) – 27 February 2023**

Summary of main issues raised

- Species for trees should not be too narrow a list as this leads to over-reliance on a few species – poor biodiversity and lack of identity
- TDAG guidance should be referenced.
- Conflicts between paved areas, overground and underground utilities etc should be considered when planting street trees.
- Trees and SuDS can be adopted if appropriately designed.
- Primary streets should have SuDS both sides.
- Road safety with trees needs to be addressed.
- The 'Homezone' term is problematic and will not be supported in formal terms i.e. through TRO. However shared multi-functional living streets is supported in principle.
- Further feedback and guidance will be supplied by email.

How the issues have been addressed

- Matters raised have been addressed in the development of the Design Code.
- Further advice on species has been incorporated.

# Great Yarmouth Borough-Wide Design Code

## SUPPLEMENTARY PLANNING DOCUMENT (SPD)

### Strategic Environmental Assessment (SEA)

### Screening Report

July 2023



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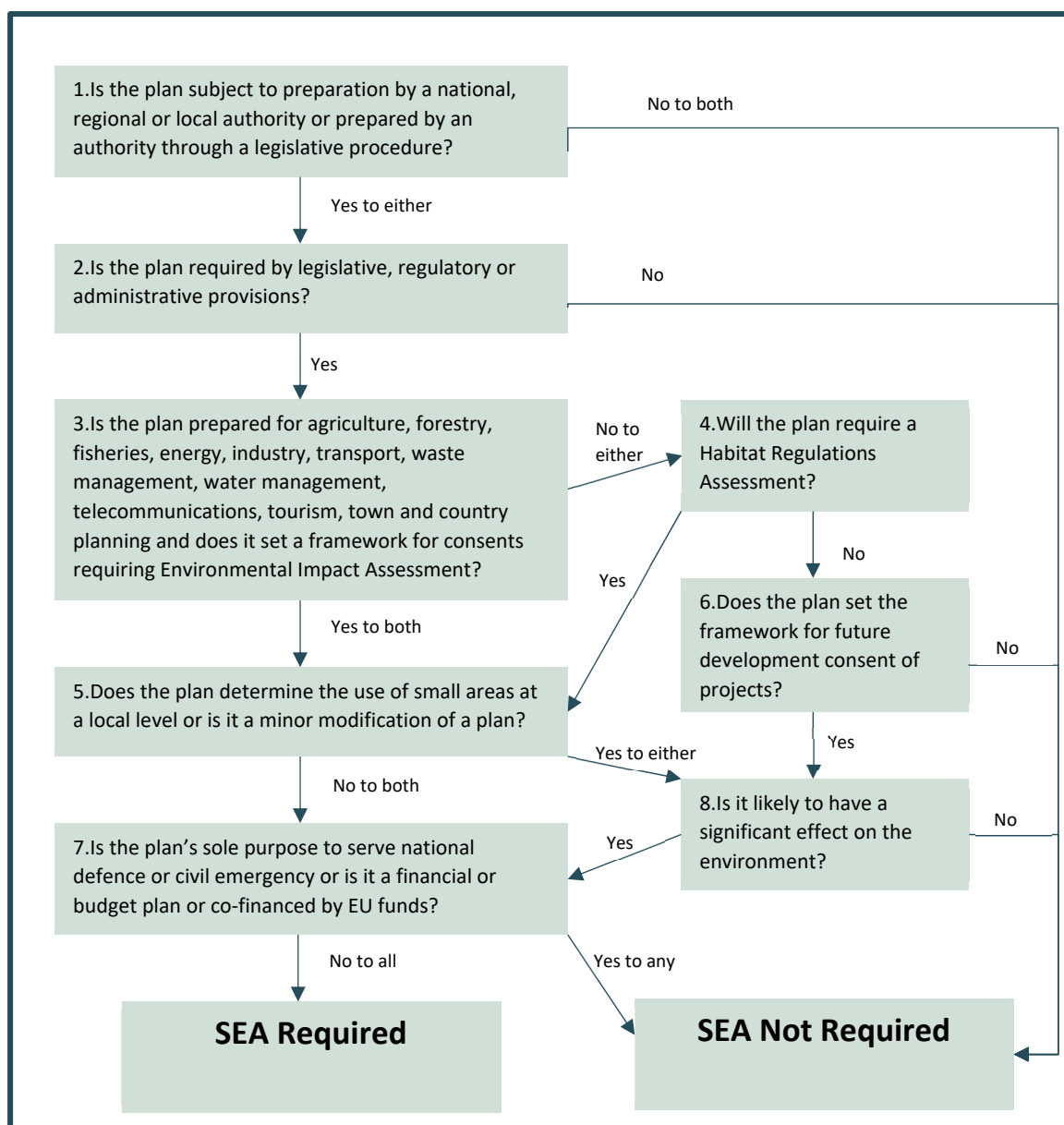
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# 1. Introduction

- 1.1 The Environmental Assessment of Plans and Programmes Regulations (2004) requires plans (including Supplementary Planning Documents) which are likely to have an effect on the environment to be subject to a Strategic Environmental Assessment (SEA).
- 1.2 In some circumstances a Supplementary Planning Document (SPD) could have significant environmental effects and may fall within the scope of the regulations and so require Strategic Environmental Assessment.
- 1.3 This screening report is designed to test whether or not the contents of the Great Yarmouth Borough-Wide Design Code SPD requires a full Strategic Environmental Assessment. The Screening Report is subject to consultation alongside the final draft SPD.
- 1.4 The screening assessment is presented in two parts. The first part assesses whether the SPD constitutes a ‘plan or programme’ that requires SEA under the Regulations (see Figure 1). The second part of the assessment considers whether the SPD is likely to have a significant effect upon the environment (Stage 8, in Figure 1), using criteria drawn from Schedule 1 of the Regulations. Schedule 1 of the Regulations sets out the following criterion for considering likely significant effects:
  1. The characteristics of plans and programmes, having regard, in particular, to:
    - a. the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
    - b. the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
    - c. the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
    - d. environmental problems relevant to the plan or programme; and
    - e. the relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).
  2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to—
    - a. the probability, duration, frequency and reversibility of the effects;
    - b. the cumulative nature of the effects;
    - c. the transboundary nature of the effects;
    - d. the risks to human health or the environment (for example, due to accidents);
    - e. the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
    - f. the value and vulnerability of the area likely to be affected due to—
      - i. special natural characteristics or cultural heritage;
      - ii. exceeded environmental quality standards or limit values; or
      - iii. intensive land-use; and
    - g. the effects on areas or landscapes which have a recognised national, Community or international protection status.

Figure 1 - Application of SEA to plans



## 2. Screening Assessment

2.1 Table 1 below outlines the responses to the questions posed in Figure 1 in relation to the Great Yarmouth Borough-Wide Design Code SPD.

Table 1 - SEA Criterion Screening

SEA Criterion	Yes/No	Explanation
1. Is the SPD subject to preparation and/or adoption by a national, regional or local authority  OR	Yes	The preparation and adoption of the SPD is undertaken by the Council as the local planning authority, in accordance with the Town and Country Planning (Local Planning) Regulations 2012.

SEA Criterion	Yes/No	Explanation
prepared by an authority for adoption through a legislative procedure by Parliament or Government?  (Article 2(a))		GO TO STAGE 2
2. Is the SPD required by legislative, regulatory or administrative provisions?  (Article 2(a))	Yes	The SPD is not a requirement and is optional under the provisions of the Town and Country Planning Act and the regulations. However, if adopted its guidance will supplement and help implement Local Plan policies.  GO TO STAGE 3
3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use  AND  does it set a framework for future development consent of projects in Annexes I and II of the EIA Directive?  (Article 3.2 (a))	Yes          No	The SPD has been prepared for the purposes of town and country planning. It supports the Great Yarmouth Local Plan and will be a material consideration in the determination of relevant planning applications.  The SPD only provides detailed design guidance to help support and implement the Strategic Objectives of the Local Plan where this concerns achieving high quality design. This includes supporting the implementation of policies CS1, CS4, CS9, CS10, CS11, CS12, CS13, CS16, CS17, CS18 of the Local Plan Part 1 (Core Strategy) and policies GSP6, GSP7, GY1, GY2, GY3, GY4, GY5, GY6, GY7, GY10, A1, A2, H3, H4, H8, H9, H10, H11, B1, L1, L2, E4, E5, E6, E7, I1 of the Local Plan Part 2.  The Local Plan provides the main framework for future development consent of project which may require Environmental Impact Assessment.  GO TO STAGE 4
4. Will the SPD, in view of its likely effect on sites, require an assessment under Article 6 or 7 of the Habitats Directive?  (Article 3 (2)(b))	No	This has been screened separately. See the Habitat Regulations Assessment (HRA) Screening Report of the SPD.  GO TO STAGE 6
5. Does the SPD determine the use of small areas at local level  OR	N/A	N/A

SEA Criterion	Yes/No	Explanation
is it a minor modification of a plan or programme  (Article 3 (3))		
6. Does the SPD set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)?  (Article 3(4))	N/A	The SPD will be a material consideration in the determination of planning applications for development within the local planning authority area.  GO TO STAGE 8
7. Is the SPDs sole purpose to serve national defence or civil emergency  OR  is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7  OR  Is it a financial or budget PP? (Article 3.8-3.9)	N/A	N/A
8. Is the SPD likely to have a significant effect on the environment? (Article(3.5))	No	See the following section summarising the reasoning / justification for this decision.
<b>Conclusion</b> The Regulations do not require a SEA for the Great Yarmouth Borough-Wide Design Code SPD.		

2.2 Table 2 below assesses the likelihood of significant effects arising from the SPD as per criterion 8 above.

Criteria for determining Likely Significant Effect (Schedule 1)	Assessment
<b>1. The characteristics of plans and programmes, having regard, in particular, to:</b>	
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	<p>The SPD, once adopted, would be a material consideration in the determination of planning applications for development within the local planning authority area of Great Yarmouth.</p> <p>The overarching design framework is set by the Local Plan, and as such will provide the direct detail for future development. The SPD does not allocate resources, but helps to guide the design of local developments that are localised</p>



	in nature with the promotion of healthy environments.
(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	The SPD conforms with the NPPF, NPPG, and provides more detailed guidance in relation to the design policies in the Great Yarmouth Local Plan Core Strategy and LPP2. Whilst there are other SPDs that cover other localised design guidance, this SPD is intended to sit alongside and complement them. Therefore, it will not significantly influence other plans or programmes.
(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	The SPD encourages enhancement and preservation of the environment, with an emphasis on green infrastructure, addressing climate change and use of efficient energy and materials. It also strongly encourages sustainable place development in line with the NPPF to prevent needless waste and increase sustainable patterns of movement. The SPD therefore supports sustainable development.
(d) environmental problems relevant to the plan or programme;	One of borough's key environmental problems is flood risk, which the SPD helps to address by encouraging sustainable development for future flood resilience and to help implement SUDs into developments. The SPD also considers the future impact of climate change and promotes more sustainable patterns of movements across the borough, reducing increases in carbon and greenhouse gas emissions.
(e) the relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	No impact. The SPD is not directly relevant to the implementation of European legislation.
<b>2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:</b>	
(a) the probability, duration, frequency and reversibility of the effects;	The SPD aims to encourage high quality design development. Development will therefore be expected to follow the Design Code to be appropriately designed, considering impacts on amenity, character, environment, heritage etc. This will result in positive effects across the built and natural environment.
(b) the cumulative nature of the effects;	The SPD conforms to related strategic policies and it is intended that the effects will have a positive cumulative benefit for the borough.
(c) the transboundary nature of the effects;	No impacts. No transboundary effects (i.e. no other EU Member States) are anticipated.

(d) the risks to human health or the environment (for example, due to accidents);	It is not considered that the SPD would present a risk to human health. The SPD is expected to have a positive impact by promoting and maintaining green infrastructure, place attachment, wellbeing and increasing adaptation to climate change.
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	The magnitude and spatial extent of any effects is not expected to be significant because of the localised nature. The effects of the SPD will be at the borough-wide scale and lower.
(f) the value and vulnerability of the area likely to be affected due to— (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use.	Sites are assessed against relevant local plan policies. The SPD will not set policy related to specific land use and will not influence the principle of development, but instead will be a guide to developers for infrastructure and design techniques. This includes preserving cultural heritage.
(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.	The SPD will help to harmonise new development where these potentially interface with the Broads Executive Area.

### 3. Conclusions

- 3.1 The Great Yarmouth Borough-Wide Design Code Supplementary Planning Document (SPD) is in accordance with the Council's Local Plan Core Strategy and LPP2 which have been subject to a full Strategic Environmental Assessment. The SPD sets out flexible and practical guidance to help shape placemaking across the borough. The design code has potential to provide multiple benefits such as encouraging the preservation and enhancement of the built and natural environments, as well as improving the health and well-being of communities.
- 3.2 Given the above the SPD will not have any significant effects on the environment and therefore a full Strategic Environmental Assessment is not required.

# Great Yarmouth Borough-Wide Design Code

## SUPPLEMENTARY PLANNING DOCUMENT (SPD)

### Habitat Regulations Assessment (HRA) Screening Report

July 2023



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# 1. Introduction

- 1.1 The Conservation of Habitats and Species Regulations 2017 provide protection for sites that are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species. The network consists of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Both types can also be referred to as European Sites. The National Planning Policy Framework (NPPF) also states that Ramsar sites should be afforded the same level of protection as the European sites.
- 1.2 The requirement to undertake Habitats Regulation Assessment (HRA) of plans and projects is set out in the Conservation of Habitats and Species Regulations (2017) (as amended).
- 1.3 Regulation 105 of the Conservation of Habitats and Species Regulations (2017) states: *'Where a land use plan: (a) Is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and (b) Is not directly connected with or necessary to the management of the site, the plan-making authority for that plan must, before the plan is given effect, make an appropriate assessment of the implications for the site in view of that site's conservation objectives.'*
- 1.4 The HRA is therefore undertaken in stages and should conclude whether or not a plan would adversely affect the integrity of any sites.
- 1.5 The first stage is to assess whether a plan is likely to have a significant effect on a designated site. This needs to take account of the likely impacts in combination with other relevant plans and projects. This assessment should be made using the precautionary principle and cannot take into account mitigatory measures. If a likely significant effect is identified, an appropriate assessment of those likely effects is then necessary.
- 1.6 This report comprises the first stage of the Habitat Regulations Assessment for the Great Yarmouth Borough-Wide Design Code Supplementary Planning Document (SPD) and screens whether the document is likely to result in a significant effect on the integrity of designated sites.
- 1.7 The Great Yarmouth Borough-Wide Design Code SPD is a tool to help shape placemaking in the borough and will apply to all scales and forms of development within the borough (aside from areas which the Broads Authority is the Local Planning Authority), including householder applications, small sites, major developments, and regeneration sites. The SPD does not establish the principle of development across the borough but supplements the implementation of relevant design-based policies<sup>1</sup> in the Local Plan Part 1 Core Strategy (Adopted 2015) and Local Plan Part 2 (Adopted 2021) which have already been subject to Habitats Regulations Assessment.

## 2. Protected sites covered by this report

- 2.1 The protected sites considered in this report includes all the sites considered within the Habitat Regulations Assessment for the Local Plan Part 1 Core Strategy and Local Plan Part 2. This used a starting point of looking at sites within a 20km buffer of the Borough Council's

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<sup>1</sup> These include policies CS1, CS4, CS9, CS10, CS11, CS12, CS13, CS16, CS17, CS18, GSP6, GSP7, GY2, GY3, GY4, GY5, GY6, GY7, GY10, A1, A2, H3, H4, H8, H9, H10, H11, B1, L1, L2, E4, E5, E6, E7 and I1.

administrative boundary. The following sites within this buffer area were discounted, due to distance and a lack of an impact pathway:

- Haisborough, Hammond and Winterton SAC (marine)
- Paston Great Barn SAC
- Outer Thames Estuary SPA (marine)
- Benacre to Easton Bavents SAC/SPA

2.2 Given that this Supplementary Planning Document seeks to support the implementation of the Local Plan Part 1 Core Strategy and Local Plan Part 2 it is considered appropriate to exclude the above sites from this assessment too.

2.3 Therefore, the designated sites considered by this screening assessment are as follows:

- Winterton-Horsey Dunes SAC
- North Denes SPA
- Breydon Water SPA/Ramsar site
- Broadland SPA/Ramsar site
- The Broads SAC

2.4 Appendix 2 sets out more detail about the sites above including their interest features, condition and threats.

### 3. Other Plans and Projects

3.1 Regulation 105 of the 2017 Regulations requires consideration to be given to whether a Plan will have an effect either alone or in combination with other plans or projects.

3.2 The purpose of the Great Yarmouth Borough-Wide Design Code (SPD) is to help implement the design-based policies of the Local Plan Part 1 Core Strategy and Local Plan Part 2. Regulations dictate that a SPD must not conflict with the development plan. The Supplementary Planning Document does not diverge from the design principles set out in the Local Plan Part 1 Core Strategy or Local Plan Part 2 but provides additional detail to aid their implementation.

3.3 The Local Plan Part 1 Core Strategy and Local Plan Part 2 was subject to a Habitat Regulations Assessment which concluded there would be likely significant effects on the above sites as a result of increased recreational impact associated with new development. To mitigate this, the assessment recommended the preparation and implementation a mitigation and monitoring strategy. This has now been implemented. The strategy involves all new residential and tourist development making a financial contribution towards the mitigation proposals detailed in the strategy.

### 4. Assessment of likely significant effects

4.1 The table below considers each section of the guidance in the Great Yarmouth Borough-Wide Design Code Supplementary Planning Document for potential likely significant effects on the above-mentioned designated sites.

Section of SPD	Assessment of potential impact on designated sites	Designated sites which could possibly be affected	Likely significant effect identified	AA needed?
Introduction	This section provides introductory context only.	None	None	No
About Great Yarmouth Context	This section provides contextual information only.	None	None	No
Design vision for Great Yarmouth	This section consolidates a design vision for the design code which is consistent with achieving both natural and built environment objectives of the Local Plan Part 1 Core Strategy and Local Plan Part 2.	None	None	No
Borough-wide design requirements – Addressing climate change and conserving resources	This sub-section builds upon local plan policies CS1, CS9, CS12, CS13, CS16, A2 and E7. It provides detailed design guidance to help address climate change through design principles, mitigation and adaptation. No impact is considered likely.	None	None	No
Borough-wide design requirements – Context and identity	This sub-section builds upon local plan policies CS9, CS10, A2 and E5. It provides detailed design guidance to ensure developments respond to local context and strengthens local distinctiveness, setting out site analysis principles to guide an appropriate design response for development. No impact is considered likely.	None	None	No
Borough-wide design requirements – Streets, movement and parking	This sub-section builds upon local plan policies CS9, GSP7, A2, and I1. It provides detailed design guidance for developments to prioritise the needs of walking and cycling whilst minimising the impact of necessary vehicle movement. No impact is considered likely.	None	None	No

Section of SPD	Assessment of potential impact on designated sites	Designated sites which could possibly be affected	Likely significant effect identified	AA needed?
Borough-wide design requirements –  Public open space, nature and water	This sub-section builds upon local plan policies CS11, GSP6, A2, H4, and E4. It provides detailed design guidance to encourage development to provide good quality access to open space, nature and water and encourage on-site biodiversity. The guidance does not undermine the need for developments to undertake Habitat Regulation Assessment where appropriate. No impact is considered likely.	None	None	No
Borough-wide design requirements –  Built form	This sub-section builds upon local plan policies CS1, CS9, A1, A2, and H3. It provides detailed design guidance to encourage sites to be developed effectively and in scale with its surroundings. No impact is considered likely.	None	None	No
Borough-wide design requirements –  Building design	This sub-section builds upon local plan policies CS4, CS9, A1, A2 and E6. It provides detailed design guidance for specific buildings, predominantly focused on their visual appearance and function. No impact is considered likely.	None	None	No
Area specific design requirements –  Great Yarmouth, within the town walls	This sub-section provides guidance to aid the design of new development with the Great Yarmouth town centre area. It does not establish the principle of development, this being established through existing local plan policies and specifically policies GY1, GY2, GY3, GY4 and GY5. The guidance therefore expands	None	None	None



Section of SPD	Assessment of potential impact on designated sites	Designated sites which could possibly be affected	Likely significant effect identified	AA needed?
	on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.			
Area specific design requirements – Great Yarmouth seafront	This sub-section provides guidance to aid the design of new development within the Great Yarmouth seafront area. It does not establish the principle of development; this being established through existing local plan policies and specifically policies GY6 and GY7. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Area specific design requirements – Gorleston town centre and historic core	This sub-section provides guidance to aid the design of new development within the Gorleston town centre area. It does not establish the principle of development; this being established through existing local plan policies and specifically policy R3. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Area specific design requirements – Gorleston seafront	This sub-section provides guidance to aid the design of new development within the Gorleston seafront area. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote	None	None	No

Section of SPD	Assessment of potential impact on designated sites	Designated sites which could possibly be affected	Likely significant effect identified	AA needed?
	additional development. No impact is considered likely.			
Area specific design requirements – Great Yarmouth and Gorleston port and industrial areas	This sub-section provides guidance to aid the design of new development within the Great Yarmouth and Gorleston port and industrial areas. It does not establish the principle of development; this being established through existing local plan policies specifically policy GY10. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Area specific design requirements – Caister-on-Sea village centre	This sub-section provides guidance to aid the design of new development within the Caister-on-Sea village centre. It does not establish the principle of development; this being established through existing local plan policies specifically policy R4. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Area type requirements – Terraced streets and squares	This sub-section provides guidance to aid the design of new development within the borough's terraced streets and squares areas. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote	None	None	No

Section of SPD	Assessment of potential impact on designated sites	Designated sites which could possibly be affected	Likely significant effect identified	AA needed?
	additional development. No impact is considered likely.			
Area type requirements – Interwar housing estates	This sub-section provides guidance to aid the design of new development within the borough's existing interwar housing estates. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Area type requirements – Post-war housing estates	This sub-section provides guidance to aid the design of new development within the borough's existing post-war housing estates. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Area type requirements – Historic village centres	This sub-section provides guidance to aid the design of new development within the borough's existing historic villages. It does not establish the principle of development; this being established through existing local plan policies and specifically policy R5. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No

Section of SPD	Assessment of potential impact on designated sites	Designated sites which could possibly be affected	Likely significant effect identified	AA needed?
Area type requirements – Plotlands	This sub-section provides guidance to aid the design of new development within the borough's existing plotland areas. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Design requirements by development type – New housing developments	This sub-section provides detailed design guidance for new developments permitted within the borough. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Design requirements by development type – Infill development/ redevelopment	This sub-section provides detailed design guidance for infill development / redevelopment permitted within the borough. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Design requirements by	This sub-section provides detailed design guidance for new industrial, commercial	None	None	No



Section of SPD	Assessment of potential impact on designated sites	Designated sites which could possibly be affected	Likely significant effect identified	AA needed?
development type –  New industrial, commercial and retail development	and retail development permitted within the borough. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.			
Design requirements by development type –  Development in the rural area	This sub-section provides detailed design guidance for development in the rural area of the borough. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No
Design requirements by development type –  Holiday parks	This sub-section provides detailed design guidance for holiday park development in the borough. It does not establish the principle of development; this being established through existing local plan policies. The guidance therefore expands on existing adopted policy and does not, in itself, promote additional development. No impact is considered likely.	None	None	No

## 5. Conclusions

- 5.1 The Great Yarmouth Borough-Wide Design Code Supplementary Planning Document (SPD) sets out flexible and practical guidance to help shape placemaking across the borough. The

SPD does not promote or support new development in addition or different to that which is already supported through existing policies in the Local Plan Part 1 Core Strategy and Local Plan Part 2. Rather, it provides detailed design guidance on how development should come forward in terms of layout, design, protection and enhancement of the natural, built and historic environment, and improving the health and well-being of communities. As such no likely significant effects on internationally designated habitat sites are considered to arise from the SPD as drafted alone or in combination with any other plans or strategies. The SPD has therefore been ‘screened out’ and no appropriate assessment is required.

## Appendix 1: Sources of background information

Great Yarmouth Consolidated Local Plan (Local Plan Part 1 Core Strategy – Adopted 2015, Local Plan Part 2 – Adopted 2021) -

<https://storymaps.arcgis.com/stories/fa64b44d16b74a6b9173280f373c4b80>

## Appendix 2: Designated Sites Considered

The table below provides details on the designated sites considered as part of this screening assessment. The table is adapted from the Habitats Regulations Assessment of the Great Yarmouth Local Plan Part 2 (Footprint Ecology, 2020).

Site	Reason for designation, trends in key species (where known)	Condition	Threats and Reasons for adverse condition	Notes / other issues
<b>The Broads SAC, Broadlands SPA/Ramsar</b>	Hard oligo-mesotrophic waters with Charophytes, natural eutrophic lakes with <i>Magnopotamium</i> or <i>Hydrocharition</i> type vegetation, transition mires and quaking bogs, calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caracion daravallianae</i> , alkaline fens and alluvial forests with <i>Alnus glutinosus</i> and <i>Fraxinus excelsior</i> , <i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils. Desmoulin's whorl snail <i>Vertigo moulinsiana</i> , otter <i>Lutra lutra</i> and fen orchid <i>Liparis loeselii</i> . Breeding bittern and marsh harrier (both increasing), wintering hen harrier, Bewick's and whooper swan (no trends available) and wigeon (stable) shoveler (declining) and gadwall (stable).		Management neglect and succession, water abstraction, drainage, sea level rise and saline incursions. Sewage discharges and agricultural runoff. Tourism and recreation	Calcareous fens in support Annex II fen orchid <i>Liparis loeselii</i>

Site	Reason for designation, trends in key species (where known)	Condition	Threats and Reasons for adverse condition	Notes / other issues
<b>Relevant component SSSIs</b>				
Burgh Common & Muckfleet Marshes	Floristically-rich fen meadows, tall fen vegetation and drainage dykes.	22 % favourable; 29 % unfavourable recovering; 49 % unfavourable no change.	Water pollution - agriculture/run off	Likely to be affected by upstream abstraction issues.
Hall Farm Fen, Hemsby	Floristically rich unimproved fen grassland with dykes unusual in supporting both acidic and calcareous plant communities.	100 % unfavourable no change.	Water abstraction.	Water abstraction likely to be affecting this site.
Trinity Broads	Shallow, inter-connected lakes with fringing reedswamp, wet carr woodland and fen.	29 % favourable; 36 % unfavourable recovering; 36 % unfavourable no change.	Inappropriate scrub control. Water abstraction. Water pollution - agriculture/run off. Water pollution – discharge.	
Shallam Dyke Marshes, Thurne	Grazing marsh and clearwater drainage dykes.	1 % favourable; 3 % unfavourable recovering; 79 % unfavourable no change; 17 % unfavourable declining.	Drainage, Inland flood defence works, Water pollution - agriculture/run off	
Upper Thurne Broads & Marshes	Open water and marginal reedswamp, species rich mixed and <i>Cladium</i> fen, base-poor seepage community, grazing marsh, alder carr. Marsh harrier and bittern	40 % favourable; 2 % unfavourable recovering; 47 % unfavourable no change; 11 % unfavourable declining.	Water pollution - agriculture/run off. Drainage. Inappropriate css/esa prescription. Agriculture – other. Siltation.	
<b>Winterton-Horsey Dunes SAC, Great Yarmouth North Denes SPA</b>	Atlantic decalcified fixed dunes ( <i>Calluno-Ulicetea</i> ), Humid dune slacks, Embryonic shifting dunes, Shifting dunes along shoreline with <i>Ammophila arenaria</i> . Breeding little tern (variable numbers between years).		Declines in management, water abstraction, land drainage, scrub encroachment.	
<b>Relevant component SSSIs</b>				
Great Yarmouth North Denes	Full successional sequence of vegetation from pioneer to mature types; foredune, mobile dune, semi-fixed dune and dry acid dune grassland, accreting ness (promontory) Largest UK breeding colony of little tern on the foreshore.	100 % favourable.		
Winterton-Horsey Dunes	An extensive dune supporting well developed dune heath, slacks and dune grassland.	30 % favourable; 56 % unfavourable	Inappropriate coastal management	

Site	Reason for designation, trends in key species (where known)	Condition	Threats and Reasons for adverse condition	Notes / other issues
	Little terns breed on the foreshore.	recovering; 14 % unfavourable no change.		
<b>Breydon Water SPA/Ramsar</b>	Breeding common tern <i>Sterna hirundo</i> (no trends available), wintering Bewick's swan (declining), avocet <i>Recurvirostra avosetta</i> (stable) and golden plover <i>Pluvialis apricaria</i> (stable), ruff <i>Philomachus pugnax</i> , wintering Lapwing <i>Vanellus vanellus</i> (SPA) (stable). At least 20,000 wintering waterfowl		Sea-level rise, recreational disturbance	
<b>Relevant component SSSIs</b>				
<b>Breydon Water</b>	The only intertidal flats occurring on the east coast of Norfolk attracting large numbers of wildfowl and waders on passage and during the winter months.	100 % favourable.		
Halvergate Marshes	Halvergate Marshes support wintering waterfowl including Bewick's swan, lapwing and golden plover.	32 % favourable; 44 % unfavourable recovering; 24 % unfavourable no change.	Inappropriate weed control. Inappropriate css/esa prescription. Inappropriate cutting/mowing. Water abstraction. Inappropriate ditch management	