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*These maps are extracts from the Lowestoft Inset Map. They have been included in the villages chapter for ease of reference.

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SUPPLEMENTARY PLANNING GUIDANCE

Implementation of policies and proposals in the Local Plan can be assisted by reference to more detailed Supplementary Planning Guidance.

GENERAL

1. Low Cost Housing in Rural Areas - December 1989 (to be revised)
2. Policies relating to self contained flats and Houses in Multiple Occupation (HMOs) - August 1992 (to be revised)
3. The Conversion of Agricultural Buildings to Residential Use. Guidelines for potential applicants -(to be revised)
4. Open Space Standard - October 1991 (to be revised)
5. Suffolk Advisory Car Parking Standards - Summary in Appendix 6
6. Suffolk Design Guide
7. Shop Fronts and Advertisements in Historic Towns
8. Greenways Strategy for Lowestoft - December 1992

DEVELOPMENT BRIEFS

9. Ellough Road, Beccles
10. Beccles Maltings Area Development Brief
11. Church Farm, Halesworth
12. Beccles Road, Lowestoft
13. Carlton Hall, Lowestoft
14. Dunston, Lowestoft
15. Parkhill/Pleasurewood, Lowestoft
16. Reydon High School
17. Woods Meadow, Lowestoft (Draft)
18. Rumburgh Development Brief (Draft)
19. Land at Lowestoft Road, Worlingham

PROPOSED

1. South of Bloodmoor, Lowestoft.
2. Bus Station Site, Priory Lane, Bungay.
3. Design Guidance for Landing Stages at Southwold Harbour
4. Greenways Strategy for Kessingland
5. Industrial Development Guidelines
6. Nature and Landscape Conservation
7. Residential Design Guidelines (incl. accessible and adaptable housing)

OTHER GUIDANCE

1. Cycling Policies for Waveney
2. Do You Know You Live in a Listed Building?
3. Historic Buildings - Their Care and Protection
4. South Front Brief, Lowestoft
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ABBREVIATIONS USED

ACRE	Action with Communities in Rural England
AM	Ancient Monuments
AONB	Area of Outstanding Natural Beauty
AW(S)	Anglian Water (Services)
BALP	Beccles Area Local Plan
CCPR	Central Council for Physical Research
DoE	Department of the Environment
DoT	Department of Transport
DTi	Department of Trade and Industry
DWGS	Dwellings
EA	Environment Agency
EATB	East Anglian Tourist Board
EC	European Commission
ECSR	Eastern Council for Sport and Recreation (Now Sports Council (Eastern Region))
EIA	Halesworth Area Local Plan
HMO	House in Multiple Occupation
HMSO	Her Majesty's Stationery Officer
HSE	Health and Safety Executive
IDB	Internal Drainage Board
LNR	Local Nature Reserve
MAFF	Ministry of Agriculture, Fisheries and Food
NPFA	National Playing Fields Association
OPCS	Office of Population Censuses and Surveys
POS	Public Open Space
PPG	Planning Policy Guidance
RDA	Rural Development Area
SAC	Special Area of Conservation
SCEALA	Standing Conference of East Anglian Local Authorities
SEWLP	South East Waveney Local Plan
SLA	Special Landscape Area
SPA	Special Protection Area
Sq m	Square metres
SSSI	Site of Special Scientific Interest
STW	Sewage Treatment Works
TEC	Training and Enterprise Council
TPO	Tree Preservation Order
TPP	Transport Policies and Programmes
TTWA	Travel to Work Area

WAVENEY DISTRICT LOCAL PLAN

WRITTEN STATEMENT

1. INTRODUCTION

- 1.1 The Waveney District Local Plan is a forward looking land use plan which provides a development framework for Waveney District to the year 2006. The Plan's policies and proposals will be used to guide development by both the public and private sectors. It therefore also influences the decision making processes of other organisations.
- 1.2 Recent changes to planning legislation have given development plans a new authority. There is now a presumption in favour of the development plan unless material considerations indicate otherwise. The need to keep the Plan relevant and up to date after formal adoption therefore takes on added importance. Amendments to individual policies may be necessary as a result of, for example, changes in Government policy. In any event it is likely that a comprehensive review of the Plan will take place within five years of adoption in order to take into account the roll forward of the Suffolk Structure Plan and changes to Regional Planning Guidance.
- 1.3 The Plan forms part of the corporate policy of the District Council, influencing priorities and programmes of expenditure. The Plan also fits in neatly with the changing role of authorities as "enablers" rather than "providers" of services. In this context, the District Plan sets out the planning framework which will enable development to take place in appropriate locations.
- 1.4 The Plan has been prepared at a time when there is widespread concern for environmental issues. This environmental consciousness is reflected not only in a heightened awareness of the need to protect the built and natural environment, but also in the effect our actions have on the planet as a whole. The Government's White Paper - 'This Common Inheritance', by dealing with these issues from 'street corner to stratosphere', helps to provide a context for the environmental issues addressed by the land use plan.
- 1.5 The main concern of any development plan is land use. Thus the District Plan will need to ensure that a balance is achieved between the need for development and its environmental impact. This balance is fundamental to the policy context of the Plan.

Purposes of the Plan

- 1.6 Local Plans have two main purposes :-
- a) to set out the authority's policies for the control of development and;
 - b) to make proposals for the development and use of land and to allocate land for specific purposes.

Planning Context

- 1.7 Land use planning is not undertaken within a vacuum. There is a hierarchy of planning guidance from different levels including Central Government, the regional level and the

County Structure Plan. Local plans must take this guidance into account.

Government Guidance

- 1.8 Central Government Guidance to Local Planning Authorities comes in the form of Planning Policy Guidance Notes (PPGs). Reference is made to appropriate PPGs in relevant chapters. PPGs set out Government policy and consequently guide planning policy at the local level.

Regional Guidance

- 1.9 East Anglia is fortunate in that it is one of only a few regions to date where local authorities have joined forces to form a Standing Conference (SCEALA) to prepare a Regional Strategy. The Secretary of State's Regional Planning Guidance, published in July 1991, draws heavily on the Strategy. The Guidance has two main themes ; (1) taking the development pressure off the Cambridge area by the promotion of a development framework for the region, and (2) reducing regional disparities by encouraging development in areas like Lowestoft and Great Yarmouth and the region's Rural Development Areas.

Suffolk Structure Plan

- 1.10 The Suffolk Structure Plan was originally approved by the Secretary of State in 1979. Alteration No 1, approved in February 1988, provided a comprehensive review. A second Alteration dealing with the County Strategy and revised housing provision to 2006 was approved by the Secretary of State in December 1992. A third Alteration taking a comprehensive strategic review of planning policies was adopted by the County Council in June 1995.
- 1.11 Development in Suffolk over the period to 2006 is to be in accordance with the following locational principles :-
- a. significant housing/employment growth at Lowestoft and within the A14 corridor at Ipswich, Bury St Edmunds and Stowmarket;
 - b. encouragement and promotion of employment especially in Lowestoft and the Rural Development Area;
 - c. pursuit of a pattern of development that can be economically serviced, making the best use of existing investment including transport investment and encouraging public transport;
 - d. a strong emphasis on conservation of the natural and built environment and landscape, in particular the nationally important Broads, Areas of Outstanding Natural Beauty and Heritage Coast;
 - e. safeguarding the best and most versatile agricultural land.

Minerals & Waste Disposal

- 1.12 Suffolk County Council is both the Minerals Planning & the Waste Disposal Authority. Appropriate development control policies on a county-wide basis are contained within the Structure Plan. Separate Minerals & Waste Disposal Plans are in the course of preparation.

Rural Strategy

- 1.13 The County Council is preparing a Rural Strategy which will cover rural economic issues and

the needs of rural communities. The Strategy will require co-ordination across the work of a wide range of organisations involved in rural Suffolk.

Local Issues

- 1.14 Environmental Charter - The Council is committed to the Environmental Charter it adopted in February 1990. Since 1990, however, environmental initiatives have gathered pace particularly within the European Commission. In addition, one of the implications of signing the Earth Summit Treaty in Rio in 1992 is that 'local agenda 21s' - local environmental strategies - will be co-ordinated by local authorities. All this may mean a need to revise and update the Charter in due course.
- 1.15 Economic Strategy - Against the background of high unemployment and continuing decline in the traditional industrial base, securing economic regeneration and job creation has become the Council's priority objective. The main aims of the Council's Economic Strategy are to promote a diverse local economy and to increase employment opportunities within the District.

Plan Area Description

- 1.16 The Plan area (with the exception of the Broads Authority area) consists of the whole administrative area of Waveney District - a population of 106,751 at the 1991 Census. In planning terms it combines the Lowestoft and North Waveney area (i.e. 'greater' Lowestoft - the surrounding rural parishes, population 72,609) with the large rural hinterland (population 34,142).
- 1.17 The urban area of Lowestoft itself with just over half the population (57,122) tends to dominate the District. Lowestoft provides the administrative centre and the focus for industry and commerce. Lowestoft and much of the District generally falls within the sphere of influence of Norwich rather than the Suffolk County town of Ipswich.
- 1.18 The North Sea provides the eastern boundary. The coastal strip within Lowestoft provides a number of uses associated with the tourism industry, the exception to this being the Beach Industrial Area around Ness Point, the most easterly point in Britain.
- 1.19 The Waveney Valley from Herringfleet to Homersfield forms the northern boundary of the District and Suffolk. The flood plain in the area from Lowestoft to Bungay lies within the Broads Authority area and is excluded from this Plan area. The Broads Authority is a Planning Authority in its own right and is currently preparing a Broads Local Plan. The valley sides are also of Special Landscape importance.
- 1.20 To both north and south of the existing urban edge of Lowestoft are areas of relatively flat landscape which provide good quality agricultural land and open breaks between village settlements.
- 1.21 To the south of Lowestoft lies Kessingland (population 3,983), a separate community with its own character. Kessingland has relatively few facilities for its size and is largely dependent on Lowestoft for employment. Immediately to the south, from the Hundred River to the River Blyth, the landscape of the area between the A12 and the coast is recognised by its designation as part of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty.

The coastal strip itself is also designated by the Countryside Commission as a Heritage Coast. A majority of the undefended coast is subject to substantial pressure from the forces of coastal erosion.

- 1.22 The rural part of the District gains its identity from the four historic towns of Beccles, Bungay, Halesworth and Southwold. Beccles (population 9,418) is the second largest town in the District. Bungay, Halesworth, Southwold and Reydon all have similar population totals (about 4,500). All four towns have their own special qualities and this is recognised by their historic cores being designated Conservation Areas.
- 1.23 The four towns describe an outer square to the rural part of the District. Away from the coast, the inner core invariably consists of 'High Suffolk' farmland. Wide open vistas reveal scattered settlements and farmhouses. Fortunately many hedgerows still remain as the area has not yet succumbed to 'prairie' style farming. The settlement pattern in this area is largely dispersed, characterised in some cases by small villages but more often by small clusters of development around farms and cottages.

Strategic Themes

- 1.24 Over a 10-15 year period it is difficult for development plans to be too prescriptive. Economic and social forces can affect land use over such a time frame. Political circumstances can also change rapidly. We are also at the bottom of a steep learning curve with regard to the environmental consequences of our development decisions. Because of this uncertainty, rather than providing a vision of what the future might be and a strategy of how to get there, this development plan sets down a planning policy framework which is heavily influenced by a number of strategic themes.
- 1.25 1) Changing Countryside - During the 1990s we will need to change our attitude towards the countryside. Reforms to the Common Agricultural Policy in terms of tackling food surpluses are leading to initiatives likely to affect the whole structure of agricultural economics. In this country the Government is introducing 'set aside' schemes and a range of 'stewardship' grants aimed at paying farmers to look after the countryside rather than produce food. This 'cultural' change is likely to lead to a steep decline in numbers employed in agriculture. The Rural Development Commission estimate as many as 100,000 jobs could be lost from agriculture during the decade. Waveney may be affected to a greater or lesser extent by those job losses. The implication of this change in land use terms is that whilst we still need to protect the countryside for its own sake, there are going to be strong pressures for change as farmers review their land assets. The issue raises debate about what kind of countryside we wish to see. To address the issue an appropriate planning framework needs to be devised which encourages rural diversification, particularly where it can be shown to be beneficial to the local economy and have few environmental disadvantages.
- 1.26 2) Sustainable Development - Local Plans have a responsibility to ensure that policies and proposals are drawn up in such a way as to ensure sustainable development (i.e. "development that meets the needs of the present without compromising the ability of future generations to meet their own needs") is the overall aim. This is particularly the case where land is a finite resource. We need to use land efficiently and effectively for all our needs whilst at the same time protecting what we value most about our surroundings.

1.27 It will be important to ensure that land allocations take into account for example the following :-

- a. the use of underused / derelict land without destroying the character of urban areas and avoiding town cramming;
- b. development should be well related to public transport routes or main communication networks;
- c. development should be located so as to minimise car journeys;
- d. encouragement should be given to pedestrians and cyclists;
- e. avoiding important landscape and wildlife areas;
- f. avoiding the best and most versatile agricultural land.

1.28 3) Transportation - The projected increase in traffic growth over the next few years is such that even if the financial resources were available the environmental consequences of meeting that demand would be unacceptable. For the benefit of developing a sustainable transport policy we need to begin to shift priorities in favour of public transport and cycling.

1.29 The recent publication of PPG13 Transport (March 1994) attempts to address this subject. Its main theme is that we need to continue to enjoy all the benefits of access to places but in ways that reduce the need to travel. In particular, the PPG places responsibility on local authorities to take steps to manage traffic demand.

1.30 Against this background we need to begin to debate how a shift in policy would operate in Waveney where remoteness is seen as an economic disadvantage and where, for a large part of the rural area, there is little alternative to the car.

1.31 Upgrading of the A12 has generally been supported as being of strategic economic importance. The environmental impact has been recognised however and the Council is concerned that the effects are mitigated.

1.32 We need to assess the potential and practicability of making the most effective use of means of transport other than the car. This may mean walking, cycling and encouraging the use of public transport. The feasibility of moving freight by rail or water rather than road also needs to be considered.

1.33 4) Local Economy - Waveney sits in the north east corner of Suffolk in one of the more remote corners of East Anglia. This remoteness from the rest of the country is compounded by a poor communications system. Unemployment, particularly in Lowestoft has been amongst the highest, if not the highest, in the region for some considerable time. The area also suffers from a 'profitability gap' - the difference between market rents needed to justify speculative building for industry and commerce and local rent levels.

1.34 The Council's number one priority is to secure economic regeneration. The main objectives of the Council's Economic Strategy are to combat unemployment and to promote diversification

of the local economy. Priority is being given to tackling these issues in Lowestoft where the problems are most intense. The Strategy is being assisted by European funding programmes e.g. Objective 5(b), PESCA.

- 1.35 A large part of rural Waveney falls within the Rural Development Area through which funding for economic and social regeneration projects is available from the Rural Development Commission. Three of these rural parishes also fall within the Rural East Suffolk Objective 5(b) area, so also gaining access to European funds.
- 1.36 Upgrading of the region's Trunk Roads as originally envisaged would have assisted the area compete more equitably with its rivals. The deletion of these schemes from the programme, including the withdrawal of the A12 improvements, has dealt a severe blow to local economic prospects.
- 1.37 5) Quality of Design - In recent years the Council has paid particular attention to improving the design of residential areas. In particular, this Plan adopts the approach of the New Homes Environmental Group in their report 'New Homes and a Better Environment'. The Plan carries through the philosophy of allocating more land than is strictly necessary to achieve housing proposals in order to gain a better relationship between space and the built form and to facilitate the inclusion of community facilities and affordable housing. In addition there are high expectations that the Suffolk Design Guide will set new standards for the quality of design in residential areas.
- 1.38 6) Open Space - As part of the overall approach of improving the design of residential areas, the Council has paid close attention to the provision of open space. As Lowestoft has expanded, so the provision of open space has not kept pace. Suburban housing areas have become somewhat distant from larger areas of open space or parks. Consequently there is a deficiency of open space when measured against national standards. Reducing the deficiency is thus a further theme of the Plan.
- 1.39 7) Affordable Housing - Meeting the housing needs of those people unable to find appropriate accommodation on the open market has become a national issue. The Waveney area is no exception. The Council no longer makes direct provision. Housing Associations are slowly filling the gap left behind. Recent Government initiatives have given the planning process a more productive role.

Written Statement and Proposals Map

- 1.40 The Waveney Local Plan is the result of the merging together of the Lowestoft and North Waveney Interim Local Plan (April 1992) and the Waveney Rural Areas Draft Local Plan (January 1993). This Plan was placed 'on deposit' in January 1994 to enable the statutory stages towards the Plan's adoption to be enacted. A Public Local Inquiry into objections to the Local Plan was held between December 1994 and March 1995. The Waveney Local Plan was formally adopted on 15th November 1996. It supersedes the existing statutory plans; the Lowestoft and North Waveney Local Plan (July 1984), the South East Waveney Local Plan (July 1985) and the Halesworth and Beccles Area Local Plans (both January 1991). The Waveney Local Plan excludes that part of Waveney within the Broads Authority area which is subject to a separate Broads Local Plan.
- 1.41 The Waveney Plan consists of two parts, The Proposals Map and the Written Statement. The

Proposals Map shows **WHERE** policies and proposals are made and the Written Statement explains **WHAT** they are. All policies and proposals are shown on the Proposals Map and Insets and are explained in the Written Statement. The same policy numbers are used to identify areas and policies in the text and on the map.

- 1.42 The Proposals Map has insets which show the policies for particular areas. If you wish to find out whether the area you live in is affected by any of the policies or proposals, you should look on the Inset Map which covers your area (these insets are identified on the overall Proposals Map (contained in the wallet at the back of the Plan).
- 1.43 Policies and proposals for specific sites such as housing, industry, school sites etc are given a boundary on the Proposals Map.
- 1.44 In the Written Statement, all policy statements about the development or use of land are printed in **CAPITAL LETTERS**.
- 1.45 As a general rule, unless land is allocated for a specific use in the Plan, it is assumed that for the most part, the existing use will remain unchanged.
- 1.46 Implementation of the Plan's policies and proposals will be through development control powers unless otherwise stated.
- 1.47 A section at the end of each chapter identifies some of the topics for which information will be collected.

OVERALL AIMS

- 1. To support the principles of sustainable development.**
- 2. To encourage economic regeneration.**
- 3. To provide a planning framework for the rural diversification of the countryside in so far as the local economy can be benefitted and the impact on the environment minimised.**
- 4. To ensure that all development, but in particular residential, achieves a high standard of design and reflects its Suffolk character.**
- 5. To support the upgrading of the trunk road network and to encourage the use of more environmentally friendly forms of transport wherever possible.**
- 6. To develop a policy framework which enables the provision of affordable housing on appropriate sites.**
- 7. To seek ways of reducing the identified deficiency of open space provision.**

2. ENVIRONMENT AND CONSERVATION

Introduction

- 2.1 The importance attached to protecting both our natural and built environments has never been more to the fore in a local, national and international context. Due to problems such as global warming and dwindling natural resources, environmental awareness is greater than ever. In recognition of the impact of development and land use changes on the environment, the Local Plan acknowledges the need for environmental balance as a key planning issue facing the District. In proposing policies to improve and protect the environment, the Local Plan seeks to improve the quality of life, conserve the countryside and areas of natural importance and to actively develop and promote policies for sustainable development, not just for this generation but for generations to come.
- 2.2 Through land use planning new development in the District must form a balanced pattern which minimises energy consumption and is not detrimental to the environment. Good use must be made of existing topography and natural features should be retained wherever possible.

National Guidance

- 2.3 In recent years a substantial amount of Government advice, Planning Policy Guidance (PPGs) and legislation relating to the environment has been published. Of particular importance are PPG3 Housing, PPG7 The Countryside and The Rural Economy, PPG12 Development Plans and Regional Planning Guidance and PPG13 Transport. Planning and conservation legislation is contained within the Town and Country Planning Act and The Planning (Listed Buildings and Conservation Areas) Act 1990. Wider design advice for Conservation Areas is found in PPG15 Planning and the Historic Environment. Other PPGs include Town Centres and Retail Development, Nature Conservation, Archaeology and Planning, Coastal Planning and Noise.
- 2.4 PPG3 reflects the new environmental emphasis, "planning policies should seek to achieve a reasonable balance between the need to make adequate provision for development and the need to protect open land from development (and) will need to distinguish between sites which need to be retained for recreation, amenity or nature conservation purposes and areas which are genuinely suitable for development" (para 27). Within the urban areas of the District new development must take account of the limited amounts of green areas and open space that exists. Town cramming at the expense of formal or informal open space should not be encouraged. In addition new areas of open space will be provided within all new housing developments. In relation to rural areas, it specifically notes that some villages may have reached their natural limits, but elsewhere modest development can be accommodated without damage either to the settlement or to the countryside (para 19).
- 2.5 PPG7 suggests that it is important to achieve a balance between sustaining the process of diversification and change and the need for conservation in the countryside.
- 2.6 PPG12 offers detailed guidance on the environmental appraisal of plan proposals and stresses that environmental change should be plan led. In line with the need to pursue sustainable development it states that "adequate provision should be made for development at the same time taking into account the need to protect the built and natural environment" (para 1.8).

The PPG expects environmental policies to contribute to the conservation of energy and to reducing global warming. In this respect it advises that new development such as housing should be guided to locations which reduce the need for car journeys and distance driven and perhaps more importantly allow people to use an effective mode of public transport.

- 2.7 The Government's White Paper on the environment, 'This Common Inheritance', was published in September 1990. It addresses environmental problems affecting Britain, Europe and the World. Since the 'Earth Summit' in 1992 the Government has published the UK's Strategy for Sustainable Development and the issues raised are currently being addressed at the local level.

Environmental Impact Assessment

- 2.8 An Environmental Impact Assessment (EIA) provides for the evaluation of any potential adverse effects on the environment which particular proposals may have. Certain developments require mandatory Environmental Assessment. These are listed under Schedule 1 of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 and include such projects as power stations, oil refineries and major roads. Schedule 2 of the regulations is a discretionary list which contains thresholds to give a general indication of when an individual scheme necessitates an Environmental Assessment. This may include such schemes as mineral extraction or large industrial development. In addition, the District Council is likely to encourage Environmental Assessment for smaller development proposals which have a significant environmental impact. Further explanation can be found in Circular 15/88.

Regional Guidance

- 2.9 Regional Policy Guidance for East Anglia echoes Central Government's environmental concerns. It suggests that environmentally sustainable growth should be the key aim of development plans preserving both the original character of towns and villages as well as the continued preservation of the natural environment.

Structure Plan Guidance

- 2.10 At the strategic level, the Structure Plan contains policies aimed at maintaining and enhancing the built environment, providing landscape protection and minimising the effect of development on wildlife and agriculture.
- 2.11 The Structure Plan aims to protect the built environment with policies that give general protection to Conservation Areas and Listed Buildings. The landscape quality and character of the countryside are generally protected by restricting growth to that related to agricultural development, whilst protection of areas of special nature conservation or landscape value are also supported by Structure Plan policies.
- 2.12 The Secretary of State has suggested that in the future the distribution of overall housing provision should be based on environmental capacity. This he believes will be in line with the objectives of the Regional Planning Guidance.

Local Issues

- 2.13 The Natural Environment - In general the countryside within Waveney is lowland, the majority of which is farmed. The north of the District is dominated by the River Waveney itself with most of the river valley designated as a Special Landscape Area and/or an Environmentally Sensitive Area. Much of this part of the District is adjacent to the Broads Authority area. The remainder of the rural area contains nationally and regionally recognised wildlife and landscape designations including the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, Sites of Special Scientific Interest and a substantial number of County Wildlife Sites. The coastline south of Kessingland falls within the Suffolk Heritage Coast which is possibly the most vulnerable and sensitive part of Waveney's natural environment. It is therefore of great importance that policies contained within the Local Plan protect the designated areas of environmental quality as well as the unique character and beauty of the District.
- 2.14 The Built Environment - The Plan area contains a number of Conservation Areas and Listed Buildings together with a diversity of building types. It will remain important to protect the townscape of Lowestoft and the market towns by ensuring that replacement buildings and new buildings are compatible with the existing character of each town or settlement. Individual buildings of historic or architectural merit, which may be listed, should also be protected and safeguarded for future generations. It will be equally important to encourage environmental improvements, especially in areas of poor quality, to enhance the townscape in general.
- 2.15 Environmental Charter for Waveney - Protection and environmental improvement of the built and natural environment is the central theme of the Environmental Charter adopted by the District Council in February 1990. It seeks preservation and enhancement of green and open spaces, improving their management whilst seeking to establish natural green areas wherever possible, including Local Nature Reserves. In addition, improved accessibility to the countryside and an environmental policy for farming land is also desired. Better design of all new buildings is also encouraged. Implementation of the Charter has become not just the responsibility of the Council but also of the Waveney Environmental Liaison Forum which includes representation from various environmental organisations, societies and Parish Councils. During its short history, the Forum has produced an Environmental Handbook and undertaken an Environmental Audit.
- 2.16 Lowestoft Initiative - The Initiative supported by the District and County Council represents recognition that improving the visual environment and 'image' of Lowestoft will bring benefits by way of attracting new investment to the area. To coordinate the work a full-time project officer has been appointed and a special budget put aside for a variety of improvement schemes. This will be supplemented by the financial support of private sponsors. A programme of schemes aimed primarily at improving the built environment is being implemented.

The Local Plan Objectives

- 2.17 Concern for the environment is reflected in policies aimed at increasing environmental protection. These include the protection of areas of special landscape importance, the use of 'Strategic Gaps' to prevent coalescence between settlements and the protection and enhancement of areas for nature conservation. Emphasis is placed on the protection of areas of ecological interest and the threat of coastal erosion and flood risk. The conservation of the

best of the built environment will be equally important, particularly Listed Buildings and Conservation Areas.

- 2.18 The Plan also includes policies and proposals to improve the environment. These include increased provision and enhancement of open space within built up areas, the encouragement of well designed new developments and the promotion of a 'Greenways' network. Proposals for the upgrading and better management of specific areas are also put forward, including arrangements for the less mobile and designing out crime. In the countryside it will be important to ensure that agricultural diversification minimises environmental damage.

Objectives

- 1. To improve the built and natural environment of the Plan area.**
- 2. To safeguard and protect important national and historic features within the Plan area.**
- 3. To safeguard and protect the natural quality and beauty of the Suffolk countryside.**

Policies and Proposals

THE NATURAL ENVIRONMENT

Areas of Outstanding Natural Beauty

- 2.19 Areas of Outstanding Natural Beauty (AONB) are designated by the Countryside Commission. The purpose of designation is to conserve and enhance particularly valuable and scenic areas of natural beauty. Within an AONB full account should be taken of the needs of agriculture, forestry, rural industry and the social and economic needs of the local community, although the prime concern remains the conservation of the landscape. The demands for recreation should also be met where this is consistent with the conservation objectives.
- 2.20 Within Waveney, the Suffolk Coast and Heaths AONB stretches from Mutford westwards to the Hundred River south of Kessingland and then down to the southern boundary of the District taking in Henham, Reydon and Southwold. As well as ensuring the preservation of the AONB itself, protection of areas adjoining the AONB will be important (Policy ENV1).

Heritage Coast

- 2.21 The Heritage Coast in Suffolk covers an area of coastline some 55 kilometres (34 miles) long and extends from Kessingland in the north to Felixstowe Ferry in the south. It lies fully within the boundary of the Suffolk Coast and Heaths AONB. The designation as Heritage Coast by the Countryside Commission recognises the national importance of its high scenic quality and its largely unspoilt nature and the need for these assets to be safeguarded.

Suffolk Coast and Heaths Project

- 2.22 In association with Suffolk County Council, Suffolk Coastal District Council, Babergh District Council and Tendring District Council the District Council is participating in the Suffolk Coast and Heaths Project which aims to conserve the landscape and wildlife of the area, provide for quiet enjoyment and to promote co-ordinated management. This is being implemented in partnership with the Countryside Commission and other responsible bodies and agencies.

ENV1 THE DISTRICT COUNCIL WILL SECURE THE CONSERVATION AND ENHANCEMENT OF THE NATURAL BEAUTY OF THE SUFFOLK COAST AND HEATHS AREA OF OUTSTANDING NATURAL BEAUTY (AONB), INCLUDING THE HERITAGE COAST, BY FAVOURING THE CONSERVATION OF THE LANDSCAPE IN DEVELOPMENT CONTROL DECISIONS AND BY POSITIVE MEASURES OF MANAGEMENT AND ENHANCEMENT.

PROPOSALS FOR DEVELOPMENT WHICH WOULD HAVE A MATERIAL ADVERSE IMPACT ON THE LANDSCAPE WILL NOT BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT THERE IS AN OVERRIDING NATIONAL NEED FOR SUCH DEVELOPMENT AND NO ALTERNATIVE SUITABLE SITE CAN BE FOUND. THE COUNCIL WILL ALSO RESIST DEVELOPMENT ON LAND OUTSIDE BUT CLOSE TO THE BOUNDARY OF THE AONB WHICH WOULD RESULT IN MATERIAL HARM TO THE SETTING OF THE DESIGNATED AREA.

- 2.23 Implementation - By development control powers and through positive measures of management and enhancement adopted through the Suffolk Coast and Heaths Partnership and Project.

Landscape Protection

- 2.24 Waveney contains a large proportion of attractive countryside with many parts designated for their landscape importance. The landscape is also of significant historical interest having undergone considerable changes over the centuries. In line with Policy ENV4 in the Structure Plan the countryside within Waveney will be protected for its own sake, its non-renewable, natural resources will be conserved by policies normally restricting development in the countryside to agricultural use.

Special Landscape Area

- 2.25 Certain parts of the Plan area are designated as being Special Landscape Areas (SLA) so reflecting their local landscape importance and their high landscape quality. The largest area extends along the Waveney river valley and includes parts of North Cove, Beccles and Bungay. A smaller area lies immediately to the south and east of Halesworth.
- 2.26 The District Council will seek to maintain the character of the Special Landscape Area and to control the level and scale of development adjacent to it. Consideration will also be given to the sensitivity of areas adjacent to SLAs which often contribute to the setting of such

designated areas. In addition, design and materials will have regard to local traditional styles.

**ENV2 LAND WITHIN THE DISTRICT IDENTIFIED AS BEING
SPECIAL LANDSCAPE AREA WILL BE SAFEGUARDED.
DEVELOPMENT WHICH WOULD HAVE A MATERIAL
ADVERSE IMPACT OR DETRACT FROM THE SPECIAL
QUALITIES OF THE AREA WILL NOT BE PERMITTED.**

Upper Waveney Valley Countryside Project

- 2.27 The Upper Waveney Valley Countryside Project was established in 1987 following the designation of the Suffolk side of the Waveney Valley as a Special Landscape Area. Six parishes within the District are included within the project area which extends from the source of the River Waveney in Redgrave to Bungay.
- 2.28 The Project is a joint Local Authority management initiative with the aims of protecting and enhancing the character of the landscape and wildlife habitats, and improving public awareness and understanding of the countryside. Funding for the Project is provided by the partner authorities with the day to day work being organised by a Project Officer and Assistant.

- 2.29 Throughout the project area a great deal of improvement work has been undertaken with the help of a dedicated volunteer workforce. Schemes include footpath and bridleway maintenance, tree planting, and pond reclamation. Involving the local community is an important aspect of the Project's aims, which has resulted in close links being formed with local schools. Within the District, schemes carried out by the Project include the creation of the St Cross Farm Walks at South Elmham Hall and tree planting in the vicinity of Homersfield Bridge.

Broads Landscape

- 2.30 The Broads area lying to the north of the Local Plan area is now classed as being of national landscape importance. Any development within the Waveney Plan area adjacent to the Broads must therefore be treated with great sensitivity. Much of the Plan area boundary adjoining the Broads is already protected by Special Landscape Areas. It is recognised that development in areas adjacent to the Broads boundary which do not have protection could be visually intrusive on the Broads landscape. The District Council will therefore seek to resist development proposals in areas close to or directly adjacent to the boundary with the Broads where a detrimental impact may occur.

ENV3 THE DISTRICT COUNCIL WILL RESIST DEVELOPMENT WHICH WOULD HAVE A SIGNIFICANT VISUAL IMPACT ON THE BROADS AREA.

Strategic Gaps

- 2.31 The District Council wishes to maintain open breaks between settlements to protect the countryside and prevent coalescence. Such an approach also helps to retain the separate identity of communities. Minor schemes or essential development such as overhead power lines or electricity sub-stations could be acceptable within Strategic Gaps, but the main criterion is whether the proposed development prejudices the aim of maintaining the open countryside. Strategic Gaps are proposed between Corton and the District boundary to the north, between Kessingland and Lowestoft (north and south of Pontins) and between Halesworth and Holton as shown on the relevant proposals maps.

ENV4 THE AREAS SHOWN ON THE PROPOSALS MAP WILL BE KEPT FREE FROM DEVELOPMENT WHICH WOULD PREJUDICE THE AIMS OF MAINTAINING THE OPEN COUNTRYSIDE BETWEEN EXISTING SETTLEMENTS AND PREVENTING THEIR COALESCENCE.

Sites of Special Scientific Interest

- 2.32 English Nature (formerly the Nature Conservancy Council), under Section 28 of the Wildlife and Countryside Act 1981 can select Sites of Special Scientific Interest (SSSI) on the basis of a scientific assessment, often in terms of a particular species or features as well as the general quality of the habitat. The Local Planning Authority is required to consult English Nature on planning applications that affect SSSIs. Designation offers protection by specifically identifying actions which would be damaging to the site and therefore unacceptable.
- 2.33 There are a number of SSSIs within the District including Flixton Quarry near Bungay, Titsal Wood near Shadingfield, and Corton Cliffs. Benacre Broad National Nature Reserve is also

part of the Benacre to Easton Bavents SSSI. An SSSI can also be recognised as of international importance and designated as a Ramsar site, Special Area of Conservation (SAC) or Special Protection Area (SPA). Currently the part of the Minsmere to Walberswick SSSI which lies within the District is a SPA and a Ramsar site and is proposed as a SAC recognising its role as a waterfowl habitat. Also proposed for further protection are Barnby Marshes and Sprats Water which both fall under the jurisdiction of the Broads Authority, and the Benacre to Easton Bavents SSSI. A full list of these designations appears in Appendix 1.

ENV5 DEVELOPMENT WHICH, DIRECTLY OR INDIRECTLY, WOULD HAVE A MATERIAL ADVERSE IMPACT ON PROPOSED OR EXISTING SITES OF SPECIAL SCIENTIFIC INTEREST, SPECIAL PROTECTION AREAS, SPECIAL AREAS OF CONSERVATION, RAMSAR SITES AND NATIONAL NATURE RESERVES WILL NOT BE PERMITTED.

County Wildlife Sites.

- 2.34 The Suffolk Wildlife Trust in conjunction with Suffolk County Council have identified a substantial number of important wildlife sites within the Plan area. The natural attributes of County Wildlife Sites can significantly contribute to the urban as well as the rural environment and as such require some formal level of protection. The majority of the identified sites are privately owned. Examples can be found at The Mardle at Ilketshall St. Andrew and St. Peters Churchyard at St. Peter South Elmham. A full list of sites appears in Appendix 2(i).

Local Nature Reserves.

- 2.35 Under the National Parks and Access to the Countryside Act 1949 local authorities have powers to designate Local Nature Reserves in consultation with English Nature. In considering designation, a proposed site for a Local Nature Reserve should fulfil one or more of the following criteria :-
- a. be of at least County Wildlife Site status;
 - b. be of high value for formal education or research;
 - c. be of high value for the informal enjoyment of nature by the public.

In addition it must be capable of being properly managed. The primary function is to protect and enhance the natural features upon which the special interest of the site depends. Where the Council already has an interest in land, or where such an interest may be acquired by agreement, it will declare appropriate sites as Local Nature Reserves. Two sites have already been designated, Gunton Warren and Corton Woods and Leathes Ham Lowestoft. A full list of designated and proposed sites appears in Appendix 2 (ii) and (iii).

ENV6 DEVELOPMENT WHICH, DIRECTLY OR INDIRECTLY, IS LIKELY TO RESULT IN THE DESTRUCTION OF OR SIGNIFICANT DAMAGE TO COUNTY WILDLIFE SITES, LOCAL NATURE RESERVES OR SITES PROPOSED FOR SUCH DESIGNATIONS WILL NOT BE PERMITTED.

- 2.36 Implementation - The District Council will seek, as resources permit, to have a rolling programme of declaration of LNRs commencing with those sites in its ownership. Agreement will be sought with private owners involved and management plans prepared together with local wildlife groups such as the Suffolk Wildlife Trust. Where possible, access and facilities for disabled people will be provided.
- 2.37 In addition to protecting County Wildlife Sites the District Council wishes to ensure that wildlife interests and in particular the protection of rare species are taken into account in all development proposals. Where development is permitted the retention of wildlife habitats will be secured through conditions or legal agreements.

ENV7 ALL DEVELOPMENT PROPOSALS SHOULD MAKE PROVISION FOR THE PROTECTION OF THE EXISTING SEMI-NATURAL FEATURES OF THE SITE INCLUDING PONDS, STREAMS, MARSHES, WOODLANDS, ANCIENT WOODLANDS, HEDGEROWS, TREES AND GEOLOGICAL INTERESTS.

DEVELOPMENT WHICH WOULD HAVE A MATERIAL ADVERSE IMPACT ON SITES SUPPORTING SPECIES PROTECTED BY THE WILDLIFE AND COUNTRYSIDE ACT 1981 AND OTHER NATIONALLY RARE SPECIES WILL NOT BE PERMITTED.

DEVELOPMENT PROPOSALS WHICH ARE ACCEPTABLE IN PRINCIPLE SHOULD, WHEREVER APPROPRIATE, INCLUDE MEASURES TO MITIGATE THEIR EFFECTS UPON FEATURES OF NATURE CONSERVATION VALUE.

Environmentally Sensitive Areas

- 2.38 An Environmentally Sensitive Area (ESA) is an area of land designated by the Ministry of Agriculture on the basis of recommendations made by the Countryside Commission and English Nature. ESAs are selected for their landscape, wildlife and historic value. They are also areas of land where traditional farming methods would help to maintain their value. The Suffolk River Valleys ESA includes the Hundred and Blyth River valleys. Part of the Broads ESA also lies within the Plan area (see maps at the end of this chapter). Where ESAs are designated farmers are invited to enter into voluntary agreements with the Ministry of Agriculture, involving the adoption of maintenance practices which are judged to be compatible with the conservation of the area. The ESAs are purely management initiatives aimed at encouraging farming practices which support and protect the environmental interests of landscape and wildlife.

Greenways

- 2.39 Greenways are green or landscaped corridors following the routes of primary roads, footpaths, cycleways or river valleys which aim to 'green' the built environment within the District. A Greenway Strategy for Lowestoft was completed in December 1992 and is being implemented as resources allow. In 1993 greenway planting took place in Rosedale Park, Westwood Avenue, to the rear of Notley Road and along Sands Lane. Further Greenway routes will be identified in the market towns. Overall aims are to 'green' pedestrian and cycle ways and major traffic routes, to link open spaces and concentrate tree planting and landscaping in order to have the greatest impact on the visual environment. Within new developments it will be essential that adequate areas of open space are provided and it is hoped that these new areas of open space can be incorporated into the greenway network. The planting of native species will be encouraged wherever possible.

ENV8 THE DISTRICT COUNCIL WILL UNDERTAKE TO DEVELOP AND TAKE APPROPRIATE STEPS TO PROTECT A NETWORK OF GREENWAYS IN THE PLAN AREA IN THE INTERESTS OF GREENING THE BUILT ENVIRONMENT.

- 2.40 Implementation - Investigation and implementation of potential routes will take place as and when resources allow. In addition, the planting of Greenway routes will be encouraged as part of major development sites. Greenways will have regard for personal security, prevention of vandalism and the need for good lighting.

Trees and Hedges

- 2.41 Trees make a valuable contribution to the environmental quality of the District. Their loss can be very significant as replanting is only a partial solution where a prominent tree or group of trees is involved. Likewise, the loss of hedgerows can significantly alter a rural landscape and destroy important wildlife habitats. Where trees which make an important contribution to local amenity are threatened, the District Council will, where appropriate, make a Tree Preservation Order. This is particularly important where sites are about to be developed although the use of planning conditions on planning permissions can also provide protection. Where shortfalls in tree cover are perceived to exist, particularly within urban areas, tree planting programmes will be implemented subject to the availability of funds. To help protect roadside verges containing rare or threatened species, Suffolk Wildlife Trust have identified a number of Roadside Nature Reserves. These are non-statutory but will be taken into account when assessing relevant planning applications.

- 2.42 Ancient Woodland are defined as woods which date back to at least 1600 A.D. Examples within the District include Blyford Wood, Reydon Wood and Abbey Wood at Flixton. A high priority must therefore be given to the protection of these important woodlands. (A list of Ancient Woodlands appears in Appendix 3).

ENV9 THE DISTRICT COUNCIL WILL SEEK TO RETAIN AND PROTECT WOODLANDS (INCLUDING ANCIENT WOODLAND), TREES AND HEDGEROWS WHICH MAKE A VALUABLE CONTRIBUTION TO THE RURAL LANDSCAPE.

ENV10 THE PLANNING AUTHORITY WILL MAKE TREE PRESERVATION ORDERS TO PROTECT TREES MAKING AN IMPORTANT CONTRIBUTION TO THE ENVIRONMENT WHICH APPEAR TO BE THREATENED BY DEVELOPMENT. SPECIAL CONDITIONS WILL BE ATTACHED TO PLANNING CONSENTS FOR NEW DEVELOPMENTS SO THAT IMPORTANT TREES AND HEDGEROWS MAY BE RETAINED. IN ADDITION, NEW PLANTING TO SUPPLEMENT EXISTING WILL BE ENCOURAGED PROVIDING IT DOES NOT CONFLICT WITH OTHER CONSERVATION INTERESTS.

- 2.43 Implementation - ENV10 relates to the statutory protection of trees of amenity value. In addition, the Council is concerned to bring forward a programme of landscaping and tree planting using native species wherever possible. This will be in accordance with agreed priorities for example where there are perceived shortfalls in tree cover or within the Greenway Strategy.

- 2.44 Trees in Conservation Areas are protected by the Town and Country Planning Act 1990 which prohibits the cutting down, topping, lopping or wilful destruction of trees except with the consent of the District Council. In all situations involving trees in Conservation Areas, individuals are advised to consult the District Council to clarify the legal requirements of any action.

Protection of Common Land and Village Greens

- 2.45 A number of villages or settlements have land set aside as common land or as village greens. These are defined in a statutory register of common land and village greens. A number of villages within the Plan area are characterised by open common land, interspaced between groups of housing and preservation of these unique features is seen as essential. Certain commons are also partly designated as County Wildlife Sites emphasising the importance of the role that common land plays in supporting wildlife. Some village greens are also protected as open space.

ENV11 DEVELOPMENT WHICH WOULD HAVE A MATERIAL ADVERSE IMPACT ON COMMON LAND OR VILLAGE GREENS WILL NOT BE PERMITTED.

Renewable Energy: Wind Power

- 2.46 Alternative methods of energy production to that of energy produced by burning fossil fuels, nuclear power or gas powered generating stations, have been the subject of much discussion and research in recent years. Wind power has emerged as one of the leading forms of alternative energy production and a number of wind farms have now been established within the United Kingdom.
- 2.47 PPG 22 on Renewable Energy offers guidance on how local authorities should approach and deal with planning applications for renewable energy installations. It states that renewable energy resources can only be developed where they naturally occur and planning authorities should consider the contribution their particular area can make to meeting energy need on a local, regional and national basis. Ultimately the impact of renewable energy projects, such as wind or wave power, on the environment must be judged against the level of contribution such a development can make towards the reduction of greenhouse gases, the conservation of finite resources and the level of contribution they can make to national energy requirements.
- 2.48 With regard to wind power, high annual mean wind speeds are required to make wind turbines viable. Within Waveney the coastal strip, extending some 3-5 km (2-3 miles) inland, appears suitable. Much of this is located within the Area of Outstanding Natural Beauty and the Heritage Coast. In addition, wind turbines should normally be restricted to sites no closer than 350-400m (383-437yards) from the nearest residential property. These factors restrict the opportunities for such development within the Waveney area. Where viable sites for wind farms are found, the impact on the natural environment should be carefully judged and, if significant environmental effects are likely, then an environmental assessment may be required.
- 2.49 Whilst the contribution wind turbines can make to sustainable development is recognised, the dilemma for the planning authority is the impact on the environment such structures can have, particularly in a lowland landscape. Impact will be judged in relation to the proximity of residential properties, any significant effects on long distance views and the setting of the wind farm within the topography of the landscape. In environmentally sensitive locations, such as Areas of Outstanding Natural Beauty or the Heritage Coast, particular care must be given in assessing the impact on the environment. In general terms it is considered that such structures are likely to be incompatible with the objectives of the Suffolk Coast and Heaths AONB, particularly where the sense of tranquillity and the feeling of space is at a premium. The proposed development should also comply with other policies set down within the Environment chapter in accordance with the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 as amended.
- 2.50 The District Council will expect the suitability of the site to be fully qualified by an appraisal of annual mean wind speeds; including historical meteorological data, and the use of anemometers for a minimum twelve month period. The removal of structures from the site will be required in the event of the wind farm becoming redundant.

ENV12 PROPOSALS FOR WIND FARMS WILL ONLY BE ACCEPTED PROVIDED THERE IS NO UNACCEPTABLE ADVERSE IMPACT ON THE LOCAL ENVIRONMENT OR RESIDENTIAL AMENITY AND CAREFUL ATTENTION IS PAID TO SITING, DESIGN AND COLOUR. PARTICULAR CARE WILL BE GIVEN IN ASSESSING PROPOSALS WITHIN

**THE AREA OF OUTSTANDING NATURAL BEAUTY, THE
HERITAGE COAST, SPECIAL LANDSCAPE AREAS, WITHIN
OR ADJACENT TO SITES OF SPECIAL SCIENTIFIC
INTEREST AND ON SITES ADJACENT TO THE BROADS
AREA.**

Coastal Zone

- 2.51 The coastal zone of East Anglia is particularly hazardous when considering its potential for development. The region experiences some of the most dramatic losses in the country through coastal erosion and its history has many examples of communities which have been lost to the sea.
- 2.52 Until recently, no specific restrictions have been placed on development on the coast despite the risks brought about by erosion or coastal flooding. Examples of building taking place in unsuitable areas are plentiful.
- 2.53 The division of responsibilities for the coastline is such that the Environment Agency (EA) is empowered to carry out viable works to limit the risk of flooding whilst the maritime District Councils have powers under the Coast Protection Act 1949 to counter the loss of land through coastal erosion.
- 2.54 The publication in 1992 of PPG20 on Coastal Planning has identified the need to bring forward planning policies to deal with the risk of erosion and flooding and their effect on the built environment. Government policy in these areas is to avoid putting further development at risk. In particular, new development should not generally be permitted in areas which would need expensive engineering works, either to protect development on land subject to erosion by the sea or to defend land; "...In the case of receding cliffs, development should not be allowed to take place in areas where erosion is likely to occur during the lifetime of the building. These areas should clearly be identified, mapped and shown in development plans".

The Coastal Zone in Waveney

- 2.55 Within Waveney, the District Council is responsible for approximately 18km of coastline. Much of this length is provided with some form of defence measures against erosion.
- 2.56 Most of the urban areas of Lowestoft and Southwold are defended against erosion and flooding in order to protect residential, commercial, industrial development and also local amenity areas.
- 2.57 Elsewhere, particularly in the open countryside areas, the coast is undefended. These locations also tend to coincide with areas of landscape importance (Area of Outstanding Natural Beauty, Heritage Coast) or areas of interest for their wildlife importance (National Nature Reserves, Sites of Special Scientific Interest, County Wildlife Sites).
- 2.58 As well as their importance in conservation or landscape terms, these undefended lengths of coastline provide material as they erode which helps to maintain neighbouring beaches. Whilst studies continue to determine more precisely the amounts and flow paths of sediments, it is deemed prudent to retain the length of eroding coastline acting as a source for this material.

- 2.59 Constraints on local authority finances and engineering considerations mean that there are no plans either to extend the length of defended coastline or to raise the standard of the existing Council defences.
- 2.60 Coast protection or sea defence works within the District are promoted by means of appropriate legislation requiring consultation with the Council. The Council will normally use this process to satisfy itself that there is no unacceptable effect on coastal erosion or flood risk.

ENV13 PROPOSALS FOR DEVELOPMENT WHICH ARE LIKELY TO LEAD, DIRECTLY OR INDIRECTLY, TO AN INCREASE IN COASTAL EROSION OR FLOODING WILL NOT BE PERMITTED.

ENV14 PROPOSALS LIKELY TO ESTABLISH OR INCREASE THE NEED FOR COASTAL PROTECTION MEASURES WILL NOT BE PERMITTED.

Mineral Extraction

- 2.61 The beaches in front of the main coastal settlements within the District form the main frontal defences against erosion and flooding. The health of these beaches depends on a delicate balance of sediments derived from erosion elsewhere being transported along the coastline. Minor interruptions to the supply of sediments can lead to sudden and permanent steepening and lowering of beaches.
- 2.62 The stability of the Waveney coastline is fragile due to the changeable and mobile seabed offshore, and softness of the coastline geology. Marine extraction of sands and gravels may remove material which is contributing to the District beaches or increase the amount of destructive wave energy reaching the coast.
- 2.63 The County Council is the Mineral Planning Authority for Suffolk. Below low water mark however, the Crown Estate Commissioners are the appropriate licensing authority. The Commissioners informally consult interested parties. The consultation responses are then passed to the DOE which formulates the Government View (through consultation with other Government departments). The Crown Estate does not issue a licence if there is a negative Government View. The Structure Plan encourages the continued use of marine dredged sand and gravel provided that the DOE through the Government View procedure is satisfied that this does not give rise to any adverse impact on nature conservation, fishing interest, marine archaeology and coastal defence. When consulted on appropriate applications the Council will normally oppose proposals to extract sand or other aggregates where such proposals would have a detrimental impact, through coastal processes, on the coastline.

Coastal Zone Instability

- 2.64 Instability on the coast will be brought about by three main causes, sometimes working in combination :-
- a) wave attack at the base of the cliff causing undermining;
 - b) the action of groundwater and weathering;
 - c) surcharge at the cliff edge.

- 2.65 Where the coast is adequately protected by natural or built defences, it is unlikely that cause (a) will be a problem. On frontages which have no, or only partial protection, erosion is likely particularly because of the soft geology of the District and the open aspect of the coast to wave attack.
- 2.66 Where the principal cause of instability is through wave attack, it is possible to define an area which is likely to be at risk from such erosion - an erosion risk zone. On the basis of current information, this represents a best prediction of the alignment of the coast so many years hence. The Government's view is that such a zone should be defined with reference to the lifetime of a building. The Council has adopted the notional life of any permanent development as being 75 years and the lines drawn on the plans in Appendix 4 represent the predicted positions of the coastline 75 years hence. With the variability of the coastal geology and the uncertainties associated with the effects of global warming, it is acknowledged that such predictions will be imprecise and must be kept under review.
- 2.67 There are a number of locations along the coastline where adequate defences have been provided at the foot of the cliff but where instability is still evident because of groundwater issuing through the cliff face (cause (b) above). As a general principle it is assumed that, with the toe of an unstable cliff being protected, the cliff face will continue to slip until it assumes a stable slope. For frontages having full protection against wave attack the line shown on the plans is based on the predicted position of the top of such a slope. It should be noted that it is difficult to predict the time taken for a cliff to achieve this stable state and linear regression over a 75 year period should not be assumed.
- 2.68 Downward pressure exerted by a building gives rise to resultant horizontal forces within the soil structure. If these forces are of sufficient magnitude at the cliff face, they can be sufficient to cause collapse (cause (c) above). Clearly the amount of surcharge imposed by a development will depend on the size and location of that development. Each case will have to be assessed on its own merits but it is generally considered prudent to prohibit any development within 10m of any cliff edge, irrespective of any other erosion or stability considerations. In these circumstances the Council may seek to impose an Article 4(2) Direction under the General Permitted Development Order 1995 to control permitted development close to the cliff edge, particularly where there is a risk of additional surcharge. An Article 4(2) Direction will need to be confirmed by the Secretary of State for the Department of the Environment.
- 2.69 Appropriate short term or temporary uses may be acceptable where there will be no threat to that development during the life of the proposal. Such proposals would be dependent on appropriate information (including a comprehensive site report, geotechnical analysis, and details of any stabilisation works for which the developer would be responsible) to demonstrate that erosion would not affect the lifetime of the buildings, and the buildings would not transfer risks elsewhere. Such development would be subject to conditions and/or obligation to restrict the life of the buildings to a specific period and/or the progress of erosion. Within this context, favourable consideration may be given to the redevelopment or upgrading of existing holiday facilities in the coastal erosion zone, where the proposed buildings have a life expectancy considerably below the 75 year norm. The Shoreline Management Plan may also be a relevant material planning consideration.

- 2.70 Favourable consideration may also be given to relatively small scale development associated with existing buildings within the zone, e.g. extensions to existing dwellings. Proposals for 'infill' development, i.e. the infilling of a small gap by one or two dwellings in an otherwise built-up frontage, which may be appropriate in other locations, would normally be resisted on the grounds of putting additional development at risk.
- 2.71 Where planning permission for the 'exceptions' identified above is subsequently granted, an informative will be attached to the permission indicating that the development lies within an area likely to be subject to coastal erosion. Building Regulation approval will similarly be considered for minor developments, including extensions to buildings, where it would be unreasonable in respect of standards of health and enjoyment of a building, to require the extension to remain standing after the rest of the building has been affected by subsidence.
- 2.72 PPG20 requires that areas on the coast which may be deemed to be unstable throughout the lifetime of any potential development should be identified. Clearly each type of development will have a different risk potential so that, for example, beach huts which are removed from site during the winter will represent a lower risk than a permanently occupied dwelling. Coast protection works, which may require planning permission, by their nature may need to be constructed within the unstable zone. Such works should take this into consideration in their design.

ENV15 DEVELOPMENT WILL NOT BE PERMITTED SEAWARD OF THE LINE IDENTIFIED ON THE PLANS IN APPENDIX 4. IN ADDITION NO DEVELOPMENT SHALL TAKE PLACE WITHIN 10 METRES LANDWARD OF ANY CLIFF EDGE OR ITS ANTICIPATED POSITION WITHIN THE LIFETIME OF THE DEVELOPMENT UNLESS SUCH WORKS ARE NECESSARY FOR THE DEFENCE OF THE COAST.

- 2.73 Implementation - Through development control powers. The best prediction of the coastline 75 years hence is identified in the series of maps in the Appendix 4.

Coastal Defence Works

- 2.74 Consideration may also be given to proposals to develop within the designated zone where the applicant agrees to improve and provide coastal defence offering the standard of protection required. It must be demonstrated that the construction of such defences will not have a detrimental effect on other built or natural coastal defence. In view of the restrictive environmental policies operating along the coast, it is considered that such proposals are only likely to be acceptable in the most exceptional circumstances. The overall coastal management needs of the District will be set out in the Shoreline Management Plan, currently in the course of preparation. When approved, this will be adopted as Supplementary Planning Guidance and may be taken into account as a material planning consideration.
- 2.75 In proposing management policies for the coastline within the Shoreline Management Plan, the guidance from the Ministry of Agriculture Fisheries and Food requires that four options are always considered for each discrete length of shoreline :-
1. do nothing;
 2. hold the existing defence line by maintaining or changing the standard of protection;

3. advance the existing line;
4. retreat the existing defence line.

Option 4 requires that some deliberate physical intervention takes place to bring about a degree of management to the retreat. This can apply to both low lying and cliffed frontage.

Coastal and River Flood Risk

- 2.76 Development on low-lying land protected by tidal or flood defences may be at risk from flooding should those defences be overtopped or breached.
- 2.77 At present the Environment Agency (EA) generally defines the flood risk areas as the boundaries of the Internal Drainage Board (IDB). These identified lands are subject to flooding within a flood return period of 1 in 100 years and include land along the rivers Blyth, Waveney and Hundred. These were defined some time ago and the EA is currently undertaking a study to reappraise such floodable areas. When this work is concluded it may be necessary to seek an amendment to the Plan so that the areas can be identified on the proposals map. Until revised areas are identified, the IDB areas and other agreed areas will be used as a basis for consultation with the EA on relevant planning applications.

ENV16 DEVELOPMENT WITHIN FLOOD RISK AREAS (INCLUDING WASHLANDS AND FLOODPLAINS), EITHER FROM TIDAL OR FLUVIAL SITUATIONS, OR DEVELOPMENT WHICH WOULD PLACE EXISTING DEVELOPMENT AT RISK WILL NOT BE PERMITTED.

- 2.78 Implementation - The District Council in consultation with the EA. For the purposes of this policy, flood risk areas will generally be defined as IDB areas.

Ground Water Protection

- 2.79 Groundwater resources are an essential source of water for public supply, industry and agriculture. The EA aims to prevent or reduce the risk of groundwater from contamination. To assist with this approach, the EA has identified groundwater protection areas, where discharge other than to main sewers would be resisted, subject to consultation with the EA. The most important category 'A' areas relate to public boreholes, which exist near Barsham, Bungay, Halesworth, Southwold and North Lowestoft. Types of development to be avoided in these areas include landfill, waste disposal and septic tanks.

ENV17 DEVELOPMENT WHICH POSES AN UNACCEPTABLE RISK TO THE QUALITY OF GROUNDWATER WILL NOT BE PERMITTED.

- 2.80 Implementation - The District Council in consultation with EA.

Surface Water Run-Off

- 2.81 Unless carefully sited and designed, new development or redevelopment can increase the rate and volume of surface water run-off. This can result in two types of problems. The first is an increased risk of flooding in areas adjacent to and downstream from the development in question. The second is physical damage to the river environment.

ENV18 PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR REDEVELOPMENT OF EXISTING URBAN AREAS IF SUCH DEVELOPMENT WOULD RESULT IN AN INCREASED RISK OF FLOODING DUE TO ADDITIONAL SURFACE WATER RUN-OFF.

WHERE DEVELOPMENT IS PERMITTED WHICH IS LIKELY TO INCREASE THE RISK OF FLOODING, MITIGATING OR ALLEVIATING MEASURES WILL BE REQUIRED.

2.82 Implementation - The District Council in consultation with the EA.

Foul Drainage

2.83 Sewage treatment is the responsibility of Anglian Water Services Ltd., under the Water Industry Act 1991. Many sewerage systems and treatment works serving towns and villages are becoming overloaded (e.g. Beccles, Barnby) and require improvement. To avoid pollution of watercourses and to allow the necessary improvements to take place, the Local Planning Authority may require development to be phased where advised by Anglian Water that this would be necessary. For sites in the rural areas not on mains drainage, there are also certain areas where ground conditions are unsuitable for septic tanks. In addition, many industrial and agricultural uses will require consent from the EA to discharge to rivers.

ENV19 NEW DEVELOPMENT PROPOSALS MUST MAKE ADEQUATE PROVISION TO BE SERVED BY WATER SUPPLY, SURFACE WATER DRAINAGE, SEWAGE DISPOSAL AND TREATMENT FACILITIES.

2.84 Implementation - The District Council will liaise with Anglian Water regarding phasing conditions.

THE BUILT ENVIRONMENT

Conservation Areas

2.85 Conservation Areas are statutorily defined as "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". Designation of a Conservation Area is not intended to prevent new development or stifle the area's economic life or potential, but the District Council will expect a high standard of design, repair and maintenance. Design of any new scheme within a Conservation Area should take account of the character of the existing townscape and the relationship to existing buildings. Special importance will be placed on architectural detailing and the use of appropriate building materials. Care should also be given to the placing of services to ensure that they contribute to rather than detract from the overall character of the area. Demolition of unlisted buildings in Conservation Areas will normally be resisted by the District Council as their removal may be detrimental to the character of the Conservation Area. Conservation Area Consent will be required for development which involves the demolition of part or all of an unlisted building in a Conservation Area and will not normally be granted where demolition might be detrimental to the character of the Conservation Area.

The need for demolition will have to be demonstrated and will only be permitted where there are approved plans for redevelopment. The quality of the proposed replacement is a material consideration and any Conservation Area Consent for demolition should be linked to a firm contract date for the commencement of redevelopment to avoid cleared sites and to ensure that replacement follows. The District Council will normally require detailed plans and elevations to be submitted for all planning applications within Conservation Areas. Scale models of the proposal may also be requested. English Heritage has recently prepared a good practice guide for conservation which is supported by this Authority.

- 2.86 There are fourteen Conservation Areas within the Local Plan Area. These are located in Lowestoft (London Road South/High Street), Halesworth, Bungay, Beccles, Southwold (The Harbour/High Street), Somerleyton, Holton, Wrentham, Wangford, Homersfield, Wissett and part of the Walberswick Conservation Area. There are also two Conservation Areas within the District but outside the Local Plan Area which fall under the jurisdiction of the Broads Authority. They are Oulton Broad and part of Ellingham. The District Council has a duty to, from time to time, review the boundaries for existing Conservation Areas, (*see end of chapter).
- 2.87 In certain cases the District Council will seek an Article 4(2) Direction under the General Permitted Development Order 1995. An Article 4(2) Direction effectively restricts development which would normally be permitted under the Order, such as porch construction or the replacement of windows. The District Council can introduce an Article 4(2) Direction where the character or setting of a Conservation Area is threatened by inappropriate development. In such cases, consultation with property owners will be carried out and the results considered prior to the Article 4(2) Direction taking effect. Article 4(2) Directions are in place for Southwold and Lowestoft London Road South and High Street Conservation areas and the District Council will seek further protection for the market town Conservation Areas as the opportunities arise.
- 2.88 Conservation Area Partnership Schemes (CAPS) are currently operating in Bungay and Lowestoft, offering grant aid for the repair of important buildings. Town Schemes were previously established in Beccles, Bungay, Halesworth and Lowestoft. The schemes are funded by the District Council, County Council and English Heritage.

ENV20 TO PROTECT THE CHARACTER OF THE CONSERVATION AREA AND TO ENSURE THAT NEW BUILDINGS, ALTERATIONS OR OTHER DEVELOPMENTS, PRESERVE OR ENHANCE THEM, THE DISTRICT COUNCIL WILL, THROUGH THE CONTROL OF DEVELOPMENT WITHIN OR AFFECTING CONSERVATION AREAS, HAVE REGARD TO THE FOLLOWING DESIGN CRITERIA:

- 1. ANY DEVELOPMENT INCLUDING THE DESIGN AND SITING OF NEW BUILDINGS SHOULD RESPECT OR ENHANCE THE TOWNSCAPE AND/OR VILLAGE CHARACTER;**
- 2. THE MASS OF THE BUILDING SHOULD BE IN SCALE AND HARMONY WITH ADJOINING BUILDINGS AND THE AREA AS A WHOLE;**

3. **ARCHITECTURAL DETAILING SHALL BE USED TO REINFORCE THE CHARACTER OF THE CONSERVATION AREA WITHIN WHICH IT IS SITED. WHERE REASONABLY PRACTICABLE EXISTING ARCHITECTURAL DETAILS ARE TO BE RETAINED AND CARRIED THROUGH IN NEW DEVELOPMENT;**
4. **EXTERNAL MATERIALS TO BE USED SHOULD BE APPROPRIATE TO AND SYMPATHETIC WITH THE PARTICULAR CHARACTER OF THE AREA;**
5. **NATURAL FEATURES, INCLUDING TREES SHOULD BE PRESERVED WHERE POSSIBLE. LANDSCAPING SCHEMES AND TREE PLANTING WILL BE ENCOURAGED.**

ENV21 IN CONSERVATION AREAS THE DEMOLITION OF UNLISTED BUILDINGS, IN TOTAL OR IN PART, WILL NOT BE PERMITTED UNLESS:

1. **THE BUILDING IS IN POOR CONDITION AND BEYOND ECONOMIC REPAIR;**
2. **IT IS INCAPABLE OF ECONOMICALLY VIABLE USE;**
3. **THE BUILDING MAKES LITTLE OR NO POSITIVE CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA, AND REDEVELOPMENT PROPOSALS THAT WOULD ENHANCE THE AREA HAVE BEEN APPROVED.**

Conservation Area Appraisals

- 2.89 The District Council's Conservation Section is preparing appraisals of all Conservation Areas, identifying buildings and townscape of historical interest and areas which would benefit from environmental improvement. These documents will also identify areas with potential for sympathetic redevelopment and important open areas which should be preserved. Consultation on these documents would allow involvement of local people and amenity and conservation bodies as envisaged by PPG15 and the English Heritage good practice guide.

Listed Buildings

- 2.90 Listed Buildings are those buildings designated by the Secretary of State for the Environment as being of special architectural or historic interest. Listed Building Consent and in certain cases Planning Permission is needed for demolition of Listed Buildings and for any alterations which affect their special character (internally as well as externally) or their setting. Such proposals must be advertised by the Planning Authority. The settings of Listed Buildings will be preserved by attention to the design of any new development in their vicinity, control of adjacent land use and any trees or landscape features. There are at present 41 Grade I Listed Buildings in Waveney, with over 1500 Listed Buildings in total throughout the District. The recent review of the Lowestoft list saw the addition of a number of important Victorian

buildings including the Peto terraces on the seafront.

ENV22 ALTERATIONS AND ADDITIONS TO A LISTED BUILDING WILL NOT BE PERMITTED IF THEY ADVERSELY AFFECT ITS CHARACTER, ARCHITECTURAL OR HISTORIC FEATURES.

ENV23 PROPOSALS FOR DEVELOPMENT WHICH WILL DETRACT FROM THE CHARACTER OR SETTING OF LISTED BUILDINGS WILL NOT BE PERMITTED.

Building Preservation Notices

- 2.91 Buildings regarded as having a special or architectural interest may also be protected under emergency powers invoked by a Building Preservation Notice which will protect the building for a maximum period of six months during which time the building will be considered for listing by the Secretary of State. Other protection involves compulsory purchase of the building by the District Council. At least two months prior to such action the owner of the building must be issued with a repairs notice. A Buildings At Risk register has also been prepared and will be kept under review. The District Council will take action under urgent works (Section 54 of the 1990 Act) to prevent deterioration of buildings at risk where necessary.

Conversion of a Listed Building

- 2.92 The best use for historic and Listed Buildings is the use for which they were built. However, modern requirements may mean that the buildings are no longer viable for their original use and consequently become empty or neglected. New uses may be the key to the preservation of these buildings provided that they are compatible with the building and do not require excessive changes which would destroy the character of the building or its setting.

ENV24 THE CONVERSION OR CHANGE OF USE OF A LISTED BUILDING WILL BE PERMITTED WHERE:

- 1. THE EXISTING USE IS NOT VIABLE OR COMPATIBLE WITH THE BUILDING AND ITS SETTING;**
- 2. THE CHANGE OF USE SECURES THE RETENTION OF A LISTED BUILDING WHICH WOULD OTHERWISE BE LOST OR DAMAGED;**
- 3. THE DEGREE OF ADAPTATION AND THE EFFECT OF CHANGES ON THE ARCHITECTURAL AND HISTORIC INTEREST IS COMPATIBLE WITH THE EXTERIOR, INTERIORS AND SETTING OF THE BUILDING.**

Demolition of a Listed Building

- 2.93 Listed Buildings are limited in number and of unique interest and as such there will always be a presumption against their demolition. The District Council will only consider the demolition of a listed building in the most extreme circumstances.

ENV25 THE DISTRICT COUNCIL WILL NOT GRANT LISTED BUILDING CONSENT FOR THE DEMOLITION OF A LISTED BUILDING.

- 2.94 Implementation - In exceptional cases where Listed Building Consent is granted, this will be tied to a firm date for redevelopment.

Alterations and Grant Aid

- 2.95 Prior to either purchasing or considering alterations to a Listed Building individuals are requested to refer to the District Council's publication 'Historic Buildings - Their Care and Protection'. It guides owners of Listed Buildings through the more important parts of the legislation and gives advice on alterations, extensions, common misunderstandings, repair and finance. Advice is also available from the District Council publication, "Do You Know You Live in a Listed Building?".
- 2.96 Listed Buildings are architectural and historic assets which need to be kept in a state of good repair. The District Council makes a positive contribution to the maintenance of Listed Buildings by making grant aid available to assist owners. Grant eligibility will depend on whether or not structural repairs are needed, for example repairs to foundations, walls, roofs, timbers and windows. Redecoration, conversions or modernisation are not eligible works. Grant aid is dependent on the availability of financial resources, although some funding may be available from the Conservation Area Partnership Schemes.
- 2.97 Those considering an application for grant aid are advised to contact the District Council at the outset. The Conservation and Design Section of the Planning Department will be able to offer advice on the source of grant aid, the eligibility of works proposed and the likelihood of being successful in application for grant funding.

Shopfront/Fascia Design within Conservation Areas.

- 2.98 Many shops are found within Conservation Areas. One of the most striking visual impacts within any shopping area can be the diversity in terms of colour and design of shop fronts and facades. Left uncontrolled insensitive shop fronts can be particularly damaging in a Conservation Area where they conflict with traditional upper facades. Modern shop windows with large expanses of glass can be difficult to integrate successfully into an historic street.
- 2.99 Generally in Conservation Areas more restraint in the choice of materials and more use of the Signwriters' art is called for. Where shops consist of more than one building it is essential that each facade retains its own identity from the ground upwards, not just from first floor level as is commonly the case. The retention of existing shop fronts is frequently preferable to renewal, but in either case the shopfront design, lettering, stall risers, doors etc. should all be treated as an integral part of the design.

ENV26 WITHIN CONSERVATION AREAS A HIGH STANDARD OF NEW SHOP FRONT DESIGN WILL BE REQUIRED, WHICH RESPECTS THE CHARACTER OF THE BUILDING AND ITS SURROUNDINGS.

- 2.100 Implementation - Implementation will be through development control powers. The District Council has also produced a publication "Shopfronts and Advertisements in Historic Towns" which gives advice and information.

Advertisements

- 2.101 On Listed Buildings and in Conservation Areas the District Council may be prepared to give favourable consideration to externally illuminated and non-illuminated signs that are sympathetic to the character of the building and area. When considering such proposals, the District Council will give particular attention to their size and colour. Where lighting is acceptable, the source of illumination should be discreetly hidden on suitable parts of the building.
- 2.102 In general, the main planning considerations for advertisements relate to visual amenity and highway safety. To avoid a detrimental effect on visual or neighbour amenity or distraction to drivers, the District Council will encourage good practice in the design and levels of illumination. Where signs are illuminated, external lighting or lighting of individual letters will be preferable to 'box' illuminated signs. As stated in PPG19, the local characteristics of the neighbourhood will help to determine the appropriate size and level of illuminance of signs - a large, brightly illuminated sign which may be appropriate on a department store in a town centre will be unacceptable on a corner shop in a residential locality. New advertisement hoardings will be resisted outside industrial and commercial areas where visual amenity or the character of the area will be affected. In general both new signs and shopfronts should relate sympathetically to the character and appearance of the rest of the building.

ENV27 WITHIN CONSERVATION AREAS AND ON LISTED BUILDINGS, EXTERNALLY ILLUMINATED ADVERTISEMENTS AND NON ILLUMINATED ADVERTISEMENTS WILL ONLY BE PERMITTED WHERE THEY PRESERVE OR ENHANCE THE CHARACTER OF THE BUILDING TO WHICH THEY ARE ATTACHED AND THE CONSERVATION AREA.

ENV28 ELSEWHERE, ILLUMINATED ADVERTISEMENTS WILL BE PERMITTED (UP TO GROUND FLOOR FASCIA LEVEL), SUBJECT TO NO LOSS OF RESIDENTIAL OR VISUAL AMENITY OR DISTRACTIONS TO ROAD USERS.

ENV29 THE DISTRICT COUNCIL WILL ENCOURAGE A HIGH STANDARD OF DESIGN AND APPEARANCE FOR ALL NEW ADVERTISEMENT SIGNS AND SHOP FRONTS. APPLICATIONS WILL BE PERMITTED PROVIDED THERE IS NO SIGNIFICANT ADVERSE EFFECT ON THE SCALE OR CHARACTER OF THE BUILDING OR APPEARANCE OF THE AREA.

- 2.103 Implementation - Where illuminated signs adjoining Conservation Areas or residential development are approved, appropriate controls or conditions on size and illuminance levels will be attached.

Conservation by Positive Improvement.

- 2.104 The District Council undertakes environmental enhancement schemes within Conservation Areas as part of its duties under the Planning (Listed Buildings and Conservation Areas) Act 1990. Recent examples include Marine Parade, Lowestoft, Lowestoft Scores, Beccles and Halesworth pedestrianisation. The enhancement of unattractive built up areas is also very important and should be a matter for joint effort between the community, including the business sector, and public authorities. This can, however, only be achieved over a relatively long period of time. Local Authorities can set a good example by the standard of their own development, and by working with the statutory undertakers to achieve a code of practice for the siting and arrangement of utilities such as road signs, poles, overhead wires, cable and everything under the general heading of 'street furniture'.

Parks and Gardens of Special Historic Interest.

- 2.105 In recent years, English Heritage have been responsible for the compilation and maintenance of a national register of Parks and Gardens of Special Historic Interest. These include parks and gardens which form an essential part of the setting of important buildings and are significant in landscape design. In many cases historic parklands lie within larger areas of valuable landscape such as Areas of Outstanding Natural Beauty and Special Landscape Areas. Only gardens and parks with historic features dating from 1939 or earlier are included in the register, each being graded according to quality. It should be noted that the register is not definitive and that additions may be made in the light of further research.
- 2.106 At present two parks are located within the District which are recognised by English Heritage as being of special historic interest. These are Somerleyton Park, Grade II* which lies within a Special Landscape Area and Henham Park, Grade II which was designed by Humphrey Repton for Sir John Rous. A management plan for the historic park is currently being implemented which was prepared by the Henham Estate in conjunction with the County Council and the Countryside Commission.

ENV30 THE DISTRICT COUNCIL WILL SEEK TO PROTECT PARKS AND GARDENS OF SPECIAL HISTORIC OR LANDSCAPE INTEREST FROM DEVELOPMENT WHICH ADVERSELY AFFECTS THEIR HISTORIC INTEREST, CHARACTER OR SETTING.

Archaeology

- 2.107 As with the rest of Suffolk, the Plan area contains a large number of archaeological sites and in particular Neolithic settlements and Bronze age ring ditches (ploughed out burial mounds). A number of Scheduled Ancient Monuments exist throughout the District including the Engine House at Lound, Bungay Castle, Mettingham Castle and the Butter Cross in Bungay. A full list of Ancient Monuments within the District appears in Appendix 5.
- 2.108 The District Council acknowledges that archaeological remains are a non-renewable resource, forming an essential part of the County's identity, valuable both for their own sake and for their role in education, leisure and tourism. Various archaeological finds have occurred throughout the District dating back to the early Stone Age or Neolithic era. PPG16 on Archaeology and Planning sets out the criteria for protection of archaeological sites and Scheduled Ancient Monuments from development proposals. A separate application for scheduled monument consent is required to be submitted to the Secretary of State for National

Heritage for most forms of development affecting them. It is important that if any archaeological sites or historic monuments are to be affected by development proposals, the developer should consult the Local Authority at a very early stage in an effort to protect sites from potential damage. In some situations it may be possible for important remains to be sealed in situ with a view to carrying out a more detailed excavation at some later date. In addition, areas within the town centre of Beccles, Bungay and Halesworth are sites of regional archaeological importance and a full archaeological evaluation of sites proposed for development should always be made in the areas as delineated on the proposals maps.

ENV31 PLANNING PERMISSION FOR DEVELOPMENT AFFECTING SCHEDULED ANCIENT MONUMENTS OR OTHER SITES OF NATIONAL ARCHAEOLOGICAL IMPORTANCE WILL NOT BE PERMITTED.

ENV32 ON SITES OF LOCAL ARCHAEOLOGICAL IMPORTANCE AND IN AREAS OF REGIONAL IMPORTANCE, THE LOCAL PLANNING AUTHORITY WILL NOT APPROVE PLANNING APPLICATIONS UNLESS THE ARCHAEOLOGICAL ASPECTS OF DEVELOPMENT PROPOSALS HAVE BEEN EVALUATED AND THE APPLICANT HAS DEMONSTRATED THAT PARTICULAR SITES AND MONUMENTS WILL BE SATISFACTORILY PRESERVED EITHER ON SITE OR BY RECORD.

Urban Design

2.109 The quality of the built environment within Lowestoft and the market towns of Waveney makes an important contribution to the attractiveness perceived by residents, visitors, business and potential investors. The townscape we see today is derived from a diversity of styles and ages. Modern buildings are expected to contribute positively to the continuity of local architecture by setting good standards of design and landscaping. Whilst new buildings should be sympathetic to their setting, this does not mean that they should be merely pastiches of the past or that architectural flair and talent should not be encouraged.

2.110 In addition to creating a pleasant sense of place, good design of buildings and spaces will need to take account of the mobility and security requirements of all users, including disabled people. In the interest of visual amenity, the undergrounding of all services will be encouraged. The District Council will expect all appropriate development to take into account the design principles of its own Residential Design Guidelines and the recently published Suffolk Design Guide.

ENV33 NEW DEVELOPMENTS WILL BE REQUIRED TO DEMONSTRATE A QUALITY AND SENSITIVITY OF DESIGN WHICH COMPLEMENTS AND IS SYMPATHETIC TO THE ESTABLISHED TOWNSCAPE AND SETTING OF AN AREA.

2.111 The District Council supports the principles of enhancing the built environment through the provision of art forms in public places. This is also the aim of the Arts Council initiative known as 'Percent for Art' which encourages developers to set aside a proportion of the capital cost of each building project to finance new works of art as an integral part of each development. The initiative helps to create a sense of local identity which can help to attract

further investment and tourism activity. The District Council will encourage voluntary 'Percent for Art' agreements as part of schemes for development when determining planning applications and will seek to ensure that a proportion of development costs are set aside for art within its own schemes.

Crime Prevention

- 2.112 PPG1 acknowledges that crime prevention is of relevant social consideration in preparing local plan policies. The economic and social benefits of incorporating features and design which reduce crime, vandalism and the "fear of crime" are readily apparent within public, employment or residential areas. Areas which require particular attention to be given to security and lighting include car parks, footpaths, landscape/open space areas.

ENV34 THE DISTRICT COUNCIL WILL EXPECT THAT ALL DEVELOPMENTS TAKE ACCOUNT OF THE NEED FOR CRIME PREVENTION. IN ORDER TO "DESIGN OUT" CRIME, PARTICULAR ATTENTION WILL NEED TO BE GIVEN TO SUCH FEATURES AS SECURE DESIGN, NATURAL SURVEILLANCE, GOOD LIGHTING AND VISIBILITY.

- 2.113 Implementation - Advice is available from the Crime Prevention Officer on particular schemes and initiatives such as "Secured by Design".

Monitoring

Information will be collected on the following :-

1. Planning applications within the AONB/SLA, on land adjacent to the Broads Authority and within the Strategic Gap
2. Planning applications affecting SSSIs and County Wildlife Sites
3. Progress on the declaration of LNRs and establishment of greenways
4. Number of TPOs made
5. Planning applications within the Erosion Risk Zone
6. Planning applications in Conservation Areas and for Listed Buildings
7. Planning applications affecting Historic Parks and Ancient Monuments
8. Planning applications where the 'Percent for Art' approach has been adopted

* The two Lowestoft Conservation Areas were extended in July 1996 and the revised boundaries are identified on the Proposals Map (Lowestoft Inset).

3. HOUSING

Introduction

- 3.1 Housing is one of the most important considerations of this Local Plan, and one which requires the greatest amount of new land. In the past there has been a relatively buoyant demand for new housing in the District and continued growth is expected over the lifetime of this plan.
- 3.2 The District Council recognises that some sections of the community have different housing needs, such as low cost or specialised housing. In seeking to accommodate new housing during the Plan period the Council has sought to minimise the environmental impact, in accordance with both Government and Structure Plan guidance. One of the main objectives of this Plan is to ensure that new housing integrates well with existing development and contributes positively to the environment and community through good design and landscaping and the provision of open space and community facilities. The housing proposals being put forward are sufficient to accommodate the expected growth and housing needs within the District in the period up to 2006.

National Guidance

- 3.3 Relevant Government guidance on housing is included in PPG3 (Housing), PPG7 (The Countryside and the Rural Economy) and PPG12 (Development Plans & Regional Planning Guidance).
- 3.4 The provision of new housing in association with the creation of new jobs is considered to be an important factor in allowing continued growth and prosperity. Local plans are required to take into account how future requirements for new housing can best be met, having regard to local population and employment trends. For this reason PPG3 expects District Councils to maintain a minimum five year supply of housing land suitable to meet the wide range of housing types which the housing market requires. This includes an increasingly varied range of household types such as houses for single people, small households, elderly people and disabled people. These requirements should be reflected in the overall housing allocations.
- 3.5 Current Government policy on housing reflects the growing concern to protect the environment. It is important to balance the need for new housing with the need to protect the environment. Within the urban areas it is important that full and effective use is made of vacant and underused land, whilst at the same time protecting the character of the built environment, the green spaces and residential amenity enjoyed by existing residents. Within the rural areas it is important to ensure that new development is sensitively related to the existing pattern of settlement. Sites proposed for new housing should be well related in scale and location to existing development and should take account of the availability or need for infrastructure including public transport. The expansion of towns and villages should avoid creating ribbon development or a fragmented pattern of development. Development in the open countryside is to be strictly controlled.

3.6 PPG3 stresses the importance of good design in new housing developments:

"Developers should aim for a high quality of design and landscaping in all new housing developments. A well designed scheme that respects the local environment can do much to make new housing more acceptable to the local community. A good scheme will produce buildings which are well designed for their purpose and for their surroundings. Planning briefs can help developers by drawing attention to matters such as site characteristics, and to the importance of using appropriate materials in particularly sensitive areas".

3.7 Application of the Suffolk Design Guide and Circular 5/94 (Planning Out Crime) should ensure that future housing development is built to a high standard of design, quality and security.

3.8 Due to declining employment opportunities in agriculture, PPG7 aims to encourage economic activity in rural areas. It is important to sustain the process of diversification of the rural economy and to accommodate change whilst at the same time conserve and improve the landscape. Development should benefit the rural economy and maintain or enhance the environment. This could include modest residential development where it can be accommodated without detriment to village character or the countryside as proposed in Policy V2. New housing can sometimes help to maintain local services such as shops, pubs and schools. Unless villages are sustained in this way the character of rural communities may deteriorate.

3.9 PPG12 expects Local Plans to encourage development which respects the environment and has regard to energy conservation by reducing carbon dioxide emissions. This can be achieved by guiding new housing to locations which reduce the need for car journeys and distances driven. When having to make journeys from home, people should have a choice of using either public transport, cycling or walking as alternatives to the private car. The careful allocation of housing land to minimise car journeys is also echoed in PPG13 (Transport).

Regional Guidance

3.10 The Regional Planning Guidance for East Anglia anticipates that a substantial level of growth will continue into the next century. The objective must be to provide for that growth in ways which are environmentally acceptable. Relative to other parts of East Anglia, the Waveney area in general (and Lowestoft in particular) has experienced less economic growth.

Structure Plan Guidance

3.11 Structure Plan Alteration No. 2 allocated a total of 8850 houses to Waveney District in the period 1988-2006. Of the 8850 houses, 5990 are proposed for the Lowestoft area leaving 2860 for the remainder of the District (the Rural Areas).

3.12 The Structure Plan (June 1995) continues the established strategy of directing most housing development to towns, although it no longer lists the towns where this development is to take place. Development should be at a scale that is consistent with the protection of the character and landscape setting of the town (Structure Plan Policy CS3). Major new development should be closely related to employment, public transport and the road network and avoid areas of high quality landscape and agricultural land.

- 3.13 Lowestoft is regarded as an appropriate location for major housing growth. Bungay and Southwold are regarded as towns where few if any new land allocations will be appropriate, because conservation or other considerations significantly limit the opportunity for further growth. Beccles and Halesworth are not intended to play any major role in accommodating growth as part of the County Strategy, although it is recognised that some development potential exists. The Structure Plan makes no changes to the overall housing provision of 8850 for the District although it no longer sub-divides this total between areas.

Local Issues

- 3.14 Population and Growth - Peak population growth occurred throughout the District during the late 1960s and 1970s as the population increased from 72,500 in 1961 to 100,300 in 1981. Most of this growth was accommodated in housing estates on the edges of Lowestoft and the market towns although some also occurred in some of the larger villages such as Reydon, Wrentham and Barnby/North Cove. This housing growth was necessary in order to accommodate a growing workforce and demands for new housing created partly by natural growth (the excess of births over deaths) but mainly due to an increasing rate of household formation and inward migration. During the 1980s inward migration accounted for all the population growth.
- 3.15 Population growth during the 1980s was not fully matched by employment growth. This paradoxical trend can be explained by significant levels of retirement migration, particularly from higher house price areas, due to the attractiveness of the coastline and countryside and comparatively low house prices in the District. In 1991 the District population stood at 106,751 and the Structure Plan estimates that this will increase to 125,000 by the year 2006.
- 3.16 The role of Lowestoft as a sub-regional centre, targeted within the Regional Guidance, suggests continued potential for economic and housing growth in the future.
- 3.17 The Potential for Further Growth/Settlement Pattern - Some of the most important considerations in seeking to allocate new housing land are the environmental constraints and physical characteristics of the areas in which the allocations are to be made. Together these will determine the acceptability of development in terms of the impact it will have on the form and character of existing settlements and on the surrounding countryside. Housing allocations which do not take account of these considerations will have a long term impact on the environment. It is important, therefore, to look in detail at the characteristics of each settlement and assess its potential for accommodating additional development.

HOUSING PROFILES

Lowestoft

As the main administrative and employment centre with over two thirds of the District's population, Lowestoft can be expected to accommodate major new housing growth. The location of existing housing estates to the north and south of the town has been determined by the physical development constraints of the coast to the east and the Broads Authority and Special Landscape Area to the west.

Whilst outstanding planning permission for approximately 1500 dwellings already exist, additional land will be required in accordance with the housing strategy. Good quality agricultural land to the north west and south west and the underlying objective to protect the open countryside, mean that, in general, the most appropriate location for new housing is on the periphery of the town adjacent to existing housing estates. In addition within such a large urban area it is expected that many opportunities will arise as a result of redevelopment on windfall sites.

Beccles

Beccles is the largest of the market towns and as such could be expected to accommodate the majority of new development outside Lowestoft. However, the town has already expanded considerably in a southerly direction and some distance from the town centre. Planning permission for approximately 500 additional dwellings already exists. Improvements to the infrastructure have not kept pace with this growth, and parts of the road network in particular have reached capacity. Substantial infrastructure improvements would therefore be necessary for any large scale development to the south of the town. The most appropriate level of development for Beccles therefore, is one of modest growth.

Southwold

Southwold lies entirely within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, and the Suffolk Heritage Coast, and much of the town has been designated a Conservation Area. In addition, marshland surrounds much of the town, large areas of which have been designated County Wildlife Sites. Environmental considerations therefore, both within and adjacent to the town mean that the opportunity for new development is extremely limited.

Halesworth

In Halesworth a tributary of the River Blyth extends a green wedge of low lying land, some of which is designated as Special Landscape Area, up to the eastern edge of the town centre. Attractive undulating countryside surrounds the rest of the town. Nevertheless within these constraints it is considered that scope exists for a modest amount of additional development.

Bungay

Low lying land, in the floodplain of the River Waveney and within the Broads Authority, has meant that most of the recent development in Bungay has occurred to the south of the town. However, the potential for further growth is now severely limited by the topography, with the effect that even modest growth would have a significant impact on the landscape.

Villages and the Countryside

- 3.18 Outside the main towns, policies in the Villages and Rural Areas Chapter 10, generally seek to restrict development in order to conserve the open countryside. However, it is possible that small scale development could be accommodated in the villages with some facilities, without damage to the countryside or the settlements themselves (V1, V2).

The Housing Strategy

- 3.19 The distribution of housing within the District has been governed by a combination of the Structure Plan framework and an assessment of the potential for additional growth within each town. This will ensure that the level of new development is commensurate with the ability of each settlement to accommodate growth. The following Housing Strategy has therefore been adopted :-

- most growth in Lowestoft;
- modest growth in Beccles and Halesworth;
- few, if any, allocations in Bungay and Southwold;
- some small scale development could take place in villages with some facilities.

Developer Contributions

- 3.20 Much new development will require significant on-site and/or off-site infrastructure provision, including highway and access improvements, drainage, water supply and sewage disposal facilities, community, school and social facilities and public open space. Development will not normally be permitted unless the infrastructure which is directly required to service it can be provided at the appropriate time. Direct provision or provision through financial contributions, as appropriate, will be secured by way of an agreement under Section 106 of the 1990 Town and Country Planning Act.

Objectives

1. To provide sufficient housing land to meet the needs of the District identified by the Structure Plan within the Plan period, and to review the need for housing land to ensure that at any time a five year land supply is maintained (H1).
2. To allocate housing land in towns and villages having regard to environmental constraints and characteristics (H6, V2).
3. To locate new housing close to the primary route network or where good transport links and adequate facilities and services are available (H6, V2).
4. To encourage the provision of a wide range of type and design of houses to meet the housing requirements of the population including single people, smaller households elderly people and disabled people (H3,H5,H12-16).
5. To enable the provision of affordable housing (H4).
6. To preserve and enhance the character and amenities of existing residential areas in Lowestoft and the market towns (H7, H8-17).
7. To protect the existing character and scale of villages (V1, V2).
8. To balance the need for new houses against the need to protect the character of the open countryside (H1,H6,H7).
9. To improve the design, landscaping and provision of community facilities within new housing developments in order to provide a greener more pleasant living environment and to ensure that new housing developments contribute positively to the existing community (H8).

Policies and Proposals

The Provision of New Housing Land

- 3.21 The Structure Plan makes an allowance of 8850 dwellings to be provided in the District as a whole in the period 1988-2006. In order to meet this requirement, the amount of land needed for new housing development will be provided in three ways as follows :-

- a. existing commitments;
- b. 'windfall' developments;
- c. new housing allocations.

3.22 In addition, the number of dwellings constructed in the period 1988-1993 and the number of dwellings currently under construction have to be taken into account.

Existing Commitments

3.23 Existing commitments include land with planning permission, dwellings currently under construction and land allocated for housing in previous local plans. Development Briefs have been prepared for some of the larger housing sites with planning permission at Parkhill / Pleasurewood, Lowestoft, Church Farm, Halesworth and Ellough Road, Beccles.

3.24 In most cases, land allocated within existing statutory local plans but without planning permission has been carried forward in this Local Plan and identified in Policies H6 and V2.

Windfall Sites

3.25 Windfall sites are those sites not identified in the Plan (as either existing commitments or allocations) but which unexpectedly become available. Redevelopment sites and conversions of existing properties and small scale development in villages are examples. Because the occurrence of these sites is difficult to predict, an allowance has to be made as part of the overall housing provision.

3.26 Windfall completions within the District have been running at approximately 200 per year over the last three years. Approximately half of these have been in the Lowestoft area. Within the rural areas a high level of windfall development has been experienced in Beccles as a result of the development of some large sites and in Bungay because of the absence of a local plan. Whilst it is difficult to predict future windfall rates, it is not felt that sufficient sites exist in the rural areas to allow recent rates to continue. However, in Lowestoft windfall developments can be expected to continue at a similar rate throughout the Plan period. For this reason a windfall allowance of 100 dwellings per year, or 1,300 over the Plan period, has been assumed, which is over and above existing commitments set down in Table 1.

3.27 Table 1 below summarises the housing land availability situation in the District at June 1993. By deducting the total number of commitments, the number of dwellings constructed between 1988 and 1993 and the windfall allowance, from the overall housing requirement set down in the Structure Plan, the number of additional allocations required in this Local Plan can be derived (Table 2).

TABLE 1 - LAND AVAILABILITY AT JUNE 1993

	L'toft	Beccles	Bungay	S.E. Wav.	Hales.	Total
Land w/Planning Permission	1471	492	354	88	193	2598
Dwellings u/c	228	76	7	12	10	333
Allocations in LP		0	135	0	30	27
Completions 88-93*	1900	440	130	160	200	2830
TOTAL		3599	1143	491	290	430
						5953

*SCC records

TABLE 2 - NEW HOUSING PROVISION REQUIRED

Structure Plan Requirement	8,850
Existing Commitments (Table 1)	5,953
Windfall Allowance (1993-2006)	<u>1,300</u>
 New Housing Provision Required (1993-2006)	 1597
 New Housing Allocations made in this LP	 1789
Over Provision	192

Five Year Housing Land Supply

- 3.28 To ensure that enough land to meet Structure Plan requirements and that a five year housing land supply is maintained, in accordance with Government advice, the housing allocations made in this Plan will be kept under review.

H1 PROVISION IS MADE FOR ABOUT 8850 ADDITIONAL DWELLINGS IN THE PERIOD 1988-2006 TO BE MET BY THE DEVELOPMENT OF COMMITTED LAND, NEW ALLOCATIONS AND WINDFALL SITES. THE DISTRICT COUNCIL WILL KEEP UNDER REVIEW THE NEED FOR HOUSING LAND WITH THE AIM OF ENSURING THAT AT ANY TIME SUFFICIENT LAND IS PROPOSED AND AVAILABLE FOR DEVELOPMENT TO MEET THE PLANNED NEEDS OF THE NEXT FIVE YEARS.

- 3.29 Implementation - The District Council will implement this policy by monitoring the land availability situation and publishing annual Land Availability reports.

Housing Density & Environment

- 3.30 The Council does not have a specific policy on housing density. In order to achieve a balance between land conservation and a better quality of residential environment it is considered that an average density of between 8-12 dwellings per 0.4 hectares (1 acre) would allow for an acceptable standard of layout and landscaping on greenfield sites, and would be more in keeping with the density of existing development particularly in the rural areas. A density of 10 houses per 0.4 hectares (1 acre) has been used in estimating the number of houses likely to be achieved in the housing allocations (Policy H6). This will allow sufficient flexibility to retain trees, natural features and provide "greenways" and incidental open spaces by excluding these areas from development. Sufficient land has been allocated to retain such features whilst accommodating the required number of houses within a mixed development.

More Homes And a Better Environment

- 3.31 In response to Government advice and public pressure for a better standard of residential environment, the New Homes Environment Group, representing the house building industry, produced a document entitled 'More Homes and a Better Environment'. The terms of reference of the group were :-

"How can we build the number of houses, including affordable homes for both purchase and rent, that will be needed to the end of the century, to a good standard and taking proper account of environmental factors."

- 3.32 Their approach, which is supported by the Council, proposes a more positive use of the planning system, by allocating more land than is strictly necessary to encourage the creation of a better quality residential environment. This is achieved by excluding the open space area (generated by the National Playing Fields Association standard) from the developable area of the site and by allowing an equivalent area of additional housing land, provided that larger areas of open space are provided on adjoining land. Where a larger park or open space is provided, the developer may be given the option of relocating the community facilities within this area.
- 3.33 This approach allows the flexibility to incorporate adequate landscaping, open space and facilities, including low cost housing, which benefit the local community. Following Government advice, the District Council will expect a proportion of low cost housing to be provided within major allocations (Policy H6). Developers are expected to take these considerations into account when negotiating land options or purchase. The "More Homes" approach will apply to housing allocations H6.1, H6.3 and H6.4 in Lowestoft as set out in Table 5 (after para 3.66). Draft Supplementary Planning Guidance has been prepared for H6.1 and H6.4.

H2 COMPREHENSIVE DEVELOPMENT BRIEFS, WHICH SET OUT HOW THE "MORE HOMES AND A BETTER ENVIRONMENT APPROACH" WILL BE APPLIED IN PRACTICE WILL BE PREPARED FOR THE FOLLOWING SITES:-

- A) H6.1 WOODS MEADOW**
- B) H6.3 SOUTH OF BLOODMOOR**
- C) H6.4 CARLTON HALL**

- 3.34 Implementation - Through the preparation of Development Briefs.

Types of Housing Required

- 3.35 The housing requirements of different households will depend on changes within the population structure and affordability. For this reason, the District Council will expect the main housing allocations to take the form of mixed developments which take these requirements into account:

i) Ageing Population

The Waveney area has experienced a growth in the number of people of pensionable age (24% in 1991) due to longer lifespans and the attractiveness of the area for retirement migration. The presence of an ageing population will create increasing demands for sheltered or specialised housing. Policies H16 and H17 provide guidance on sheltered and specialised housing and residential homes.

ii) Changes in Younger Population

The national reduction in the number of school leavers is expected to continue until the mid 1990s, whilst the number of persons in the 16-30 age group (i.e. the section of persons wishing to set up home) is expected to level off during the Plan period. However, as provision of smaller or starter accommodation has received less priority in the past by housing agencies, demand is expected to be fairly constant.

iii) Economically Active

In the 30-65 age group, which includes the majority of people with most purchasing power and equity in the housing market, general growth is predicted which would contribute to a return to a buoyant housing market when interest rates fall. Market research carried out with local housebuilders suggests a demand also exists in the area for larger housing. In addition, for some time now the number of households has risen much faster than the rate of population for a variety of economic and social reasons. This not only leads to a lowering of the average household age, but also an increased demand for dwellings.

H3 THE DISTRICT COUNCIL WILL SEEK TO ENSURE THAT IN CONJUNCTION WITH THE HOUSE BUILDING INDUSTRY AND HOUSING ASSOCIATIONS, A WIDE RANGE OF TYPES OF HOUSES ARE PROVIDED TO CATER FOR THE NEEDS OF DIFFERENT TYPES OF HOUSEHOLD, INCLUDING SMALLER HOUSEHOLDS, SINGLE PEOPLE, ELDERLY PEOPLE AND DISABLED PEOPLE.

Affordable Housing

- 3.36 During the late 1980s rises in house prices led to a situation whereby certain sections of the community have been unable to secure accommodation at a price they can afford in areas where they wish to live. A number of studies have highlighted a particular problem in rural areas. In response, the Government in 1989 issued advice to Local Planning Authorities whereby an exception to normal planning policy could be made provided it was justified as meeting local rural need (Policy V4).
- 3.37 Since the late 1980s however, whilst house prices have declined, the problems of mortgage repossession and homelessness have added to the overall scale of the problem. PPG3 states that a community's need for affordable housing is a material consideration when granting permission for housing sites. It also says that Councils may set reasoned targets for the provision of affordable housing. Such targets form the basis for negotiation with the developers of the sites. Such targets must not become rigid quotas 'regardless of market or site conditions'. However, the PPG and subsequent case law have confirmed that Councils are entitled, where housing need has been demonstrated, to seek affordable housing. If the developers refuse to negotiate on this subject, that is a material consideration in assessing their application for planning permission.
- 3.38 The Housing Needs Study Final Report (September 1994) commissioned by the Council, uses the indicator of severe housing need, which is related to the suitability of a household's housing conditions. It includes overcrowding, need for major repairs, consequential health conditions, which would require rehousing within two years and inability to afford suitable market housing.

- 3.39 The Study indicated that there was a total of 3824 households in severe housing need, with 2664 wishing to move. There are a number of geographical distinctions across six sub-areas, which could influence the need for affordable housing in different parts of the District. These will be material to negotiations for the provision of an element of affordable housing in development schemes.
- 3.40 Affordable housing can take many forms, including homes for sale or rent below market prices; shared equity; partnerships; and sometimes small units for sale on the open market aimed at first time buyers. Whilst the Council will be alive to all opportunities, the greatest need in the District is for homes for sale or rent below market prices.
- 3.41 The most favoured way of securing affordable housing is for a developer to transfer land at nil or nominal cost to either the Council or a Housing Association. That land can then be held until such time as funding is available for construction of the units by a Housing Association or other Social Housing Agency. Alternatively a developer may have its own arrangements for providing an element of affordable housing on sites it develops. The Council intends to prepare guidance on appropriate ways of securing affordable housing.
- 3.42 Allocated and windfall housing sites will be appraised for their suitability for an element of affordable housing, having regard to such factors as the size and location of the sites; site conditions; constraints and infrastructure; need and market conditions. On the larger housing allocation sites Development Briefs will be prepared as Supplementary Planning Guidance. These will set down the Council's view on the provision of affordable housing for the particular site.
- 3.43 It will be important in achieving affordable housing that there are secure arrangements which ensure that the benefits of such housing continue in perpetuity, i.e. for successive as well as initial occupiers.

H4 THE COUNCIL WILL SEEK TO NEGOTIATE WITH DEVELOPERS FOR THE INCLUSION OF AFFORDABLE HOUSING ON APPROPRIATE ALLOCATED AND WINDFALL SITES HAVING REGARD TO THE FOLLOWING CRITERIA:

- 1. THE SIZE AND LOCATION OF THE SITE;**
- 2. SITE CONDITIONS;**
- 3. CONSTRAINTS AND INFRASTRUCTURE;**
- 4. HOUSING NEED;**
- 5. MARKET CONDITIONS.**

IN ADDITION THE COUNCIL WILL SATISFY ITSELF THAT THERE ARE SECURE ARRANGEMENTS TO ENSURE THAT THE BENEFITS OF AFFORDABLE HOUSING ARE AVAILABLE TO BE ENJOYED BY SUCCESSIVE AS WELL AS THE INITIAL OCCUPIERS.

- 3.44 Implementation - On the main housing allocations development briefs will set out in more detail how affordable housing is to be achieved on these sites. On all sites where affordable

housing is to be provided legal agreements or unilateral undertakings will be necessary to specify the arrangements for securing affordable housing between the Local Planning Authority, the developer and the Social Housing Agency, which will also ensure that the advantages of affordable housing will remain in perpetuity.

- 3.45 Such 'low cost' housing schemes will be expected to comply with other policies in the Plan. In particular schemes should take account of the Suffolk Design Guide as 'low cost' does not mean 'low quality'.

Adaptable and Accessible Housing

- 3.46 National planning policy guidance in PPG3 indicates that developers should already be considering whether the internal design of housing and access to it, can meet the needs of disabled people, whether as residents or visitors. Where there is clear evidence of local need for housing accessible to disabled people, a local planning authority may seek to negotiate an element of provision in new housing developments.
- 3.47 At least 13% of all adults in Suffolk suffer from some form of disability (O.P.C.S). The 1991 Census indicated that about 24% of people in Waveney are of pensionable age, and 13% of residents aged 16 and over had a limiting long term illness. The Housing Needs Study Final Report (September 1994) indicates that within Waveney there are 5765 special needs households in the District (or 12.8% of all households). 'Elderly and frail' and 'physically disabled' are the main categories of special needs (2325 and 2045 households respectively). 465 households contain someone suffering from learning disabilities and 280 households contain a person who is mentally ill.

- 3.48 Policy H5 seeks to increase the amount of accommodation that is accessible and adaptable to disabled people in order to meet the need. The design of accessible housing allows disabled people to visit. Adaptable housing is built to a design that allows easy future modification for a disabled person to live in the house. Development of such housing may not always be appropriate on certain sites due to location or physical characteristics. Appropriate sites should normally be located close to shops and public transport and be in an area of level ground. The District Council intends to publish Supplementary Planning Guidance on the provision of accessible and adaptable housing which can be taken into account in the design and layout of new housing.

H5 THE DISTRICT COUNCIL WILL SEEK TO NEGOTIATE ELEMENTS OF HOUSING WHICH ARE ACCESSIBLE AND ADAPTABLE TO DISABLED PEOPLE, ON SUITABLE SITES.

- 3.49 Further information is available from the Council's Access Officer on request. The DoE is currently proposing to produce a planning policy guidance note on Access for the Disabled and the District Council will review these guidelines in the light of any changes.

Sustainable Development

- 3.50 PPG12 expects Local Plans to encourage sustainable developments which reduce carbon dioxide emissions and which use natural resources in ways that ensure future generations are not denied the best of today's environment. Some of the concepts that can be adopted to ensure housing development is more sustainable include :-

- a. Energy efficiency - both in terms of reducing heat loss through the increased use of insulation, making use of natural sources of energy such as sunlight through the orientation of buildings or those which would otherwise be wasted (e.g. waste disposal to provide combined heat and power);
- b. Transport efficiency - by minimising the demand for car trips, where possible avoiding adding to dispersed patterns of settlement, locating desired activities or destinations together (e.g. home/work/school);
- c. Use of renewable resources and encouraging recycling of waste - (e.g. by avoiding use of tropical hardwoods);
- d. Encouraging environmental protection - by avoiding sensitive areas of landscape and wildlife interest and by the closer relationship of new development to the landscape or "lay of the land";
- e. Greening - (e.g. by including adequate open space, landscaping and planting within new developments to create a good environment).

Development Constraints

- 3.51 Environmental - Much of the Plan area consists of attractive open countryside, some of which is designated as having regional or national significance, and should be protected from development. Southwold and Reydon for example lie entirely within the AONB. Other areas of wildlife importance should also be protected.

- 3.52 Infrastructure - Any new housing site will require both foul and surface water drainage. Much of the sewerage system in Lowestoft is at or above capacity with upgrading required to continue disposal at Ness Point. Many of the existing Sewage Treatment Works (STW) particularly in the villages have little or no spare capacity. Within Beccles, Anglian Water (AW) propose substantial improvements for the STW to cater for additional growth. Although some spare capacity does exist AW generally requires developers to enter into planning agreements restricting development in order to allow time for improvements to the STW and sewerage systems to be carried out. The Environment Agency (EA) are likely to require detailed investigation of, or improvements to, the existing surface water drainage system prior to any development taking place.
- 3.53 It should be noted that these comments are of a general nature only. It is recommended therefore, that developers contact both the EA and AW at the earliest opportunity to discuss the drainage implications of the proposed housing sites.
- 3.54 Roads and Transport - Access is one of the major constraints on site development. In association with the County Council as Highway Authority, the District Council will seek to ensure that the effects of traffic generation by new development are minimised and that the needs of public transport are taken into account (through consultation with transport operators on the preparation of development briefs for major housing sites). This would involve construction of new roads which are necessary to serve the development, together with consequential improvements to the existing road network as are necessary. To achieve this at a time of reduced public expenditure and to tie in with the road building programme, developers will, therefore, be expected to either provide the necessary road infrastructure or contribute towards its cost.
- 3.55 Community Facilities - Housing estates are more than just collections of houses, they are the basis for new homes and communities, where future generations will live and grow up. To allow new communities to develop, associated community facilities such as schools, doctor's surgeries, churches and community halls, shops, pubs and public open space play areas will be required. This will be particularly important within areas of new housing development at Carlton Colville and Oulton where the local community has indicated that youth and community facilities are lacking. For this reason, Policy CF5 expects major housing developments to make provision for community facilities. Further details will also be included in site development briefs.
- 3.56 New Housing Development - In accordance with the Structure Plan Policy, the majority of new housing will be located around the main town of Lowestoft. Estate development is deemed appropriate for Beccles and Kessingland whilst only very small numbers of houses are expected in the rural part of the Plan area.
- 3.57 The land needed for new housing development will be provided in three ways, as set down in para 3.21. This has determined that land for approximately 1600 new houses has to be allocated.
- 3.58 Allocation Criteria - In seeking to distribute the housing allocations throughout the District all new housing sites have been assessed against the following criteria :-

- a. Sites should complement the scale and location of existing development and relate to the road network. They should integrate with existing settlement patterns and surrounding land uses, and should be accessible to public transport so as to minimise use of the car;
- b. Sites should minimise the extension of development into open countryside;
- c. Development should provide a range of type and size of sites, and provide a choice of locations throughout the Plan area;
- d. Development should avoid areas of the best and most versatile agricultural land (in particular Grade 1 and Grade 2 land to the north and south west of Lowestoft), areas of high landscape or environmental quality (e.g. the Special Landscape and Broads Authority areas) and Strategic Gaps between settlements;
- e. Development should be preferably on disused or under utilised land where this does not involve loss of sites of amenity value or wildlife importance;
- f. Development should avoid areas of high flood risk or rapid coastal erosion;
- g. Sites should be capable of being developed at reasonable infrastructure cost within the Plan period and the existing infrastructure should be capable of accommodating the level of development proposed;
- h. Site access can be gained satisfactorily;
- i. Sites which achieve other objectives of the District Council.

3.59 Villages - Housing land in the villages has been allocated in accordance with the Strategy (para 3.19) and the guidance in paras 10.11 and 10.12.

Housing Allocations

- 3.60 Having regard to the allocation criteria, development constraints and the housing strategy, the following sites have been proposed for housing :

H6 HOUSING DEVELOPMENT IS PROPOSED AT :

MAJOR ALLOCATIONS		GROSS AREA DWGS HA(ACRES)	EST
H6.1	WOODS MEADOW, SANDS LANE, OULTON	22 (54)	470*
H6.2	EAST OF BECCLES ROAD, LOWESTOFT	10 (24)	218
H6.3	SOUTH OF BLOODMOOR, CARLTON COLVILLE	13 (32)	270*
H6.4	CARLTON HALL, CARLTON COLVILLE	28 (70)	490*
H6.5	LOWESTOFT ROAD, WORLINGHAM	9 (22)	180
H6.6	EAST OF LONDON ROAD, BECCLES	4 (10)	90
SMALL SITES			
H6.7	GORLESTON ROAD, LOWESTOFT	2 (5)	50
H6.8	EAST OF POPLAR ROAD, LOWESTOFT	0.6 (1.5)	15
H6.9	BETWEEN KESSINGLAND BYPASS & THE HIGH STREET, KESSINGLAND	3.6 (9)	80
H6.10	DAIRY FARM, LONDON ROAD, HALESWORTH	0.6 (1.5)	15
H6.11	EAST OF OLD FARM ROAD, BECCLES	0.8 (2)	20
H6.12	FOUNTAINS INDUSTRIAL SITE, ST EDMUNDS ROAD, SOUTHWOLD	0.4 (1)	10
TOTAL		94 (233)	1908

* It is proposed that the 'More homes and a Better Environment' approach be adopted on these sites. This could potentially increase the total number of dwellings eventually constructed (see Table 5).

At the time of publication planning permission had been granted on the following sites:

- H6.2 East of Beccles Road, Lowestoft (development commenced)
- H6.7 Gorleston Road, Lowestoft (development completed apart from conversion of the former school building)
- H6.9 Between Kessingland Bypass and the High street, Kessingland (planning permission granted in part).

Site descriptions of these housing allocations can be found in the relevant town chapter.

- 3.61 Housing allocations in the villages are listed in the Villages and Rural Areas Chapter (Policy V2).

- 3.62 The housing allocations being made in Policy H6 above and in Policy V2 in the Villages and Rural Areas Chapter include housing allocations being carried forward from previous local plans (existing allocations) and new housing allocations. For information the existing and new allocations are listed in Table 3 below :-

TABLE 3

Site	No Dwellings (approx)	Total
H6: New Allocations		
Woods Meadow	470	
Carlton Hall	490	
South of Bloodmoor	270	
Beccles Road, Lowestoft	218	
High Street, Kessingland	80	
Gorleston Road, Lowestoft	50	
Poplar Road, Lowestoft	15	
Lowestoft Road, Worlingham	180	
Fountains, Southwold	<u>10</u>	
	1783	1783
H6: Housing sites carried forward from previous local plans (Existing Housing Allocations)		
London Road, Beccles	90	
Old Farm Road, Beccles	20	
Dairy Hill, Halesworth	<u>15</u>	
	125	1908
V2: New Allocations		
Bonsey Gardens, Wrentham	6	1914
V2 : Housing sites carried forward from previous local plans (Existing Housing Allocations)		
The Street/Mill Lane, Barnby	20	
Church Road, Henstead	5	
Mill Road/The Street, Rumburgh	6	
Wangford Road, Westhall	6	
Chapel Road, Wrentham	<u>30</u>	
	67	1981
New Housing Allocations	1783 + 6 =	1789
Existing Housing Allocations	125 + 67 =	192
Overall Total		= 1981

- 3.63 New and existing housing allocations being made in this Plan in both the towns and villages account for a total of 1981 dwellings (1908 + 73 respectively). After taking account of existing commitments, completions (1988-93) and windfall development, this represents an

over allocation or 2% of the Structure Plan requirement of 8850 dwellings. The figures in Table 4 reflect the land availability position at June 1993.

TABLE 4

Allocations (existing and new)	1981
Existing commitments (excluding existing allocations)	5761
Windfall	1300
Total	9042
Structure Plan Requirements	8850
Over Allocation	192

- 3.64 On sites where the 'More Homes and a Better Environment' approach is to be adopted (paras 3.31-3.34), over allocation could increase to 582 dwellings (or approximately 6% of the Structure Plan requirement) if all the additional houses are realised (Table 5). This level of over allocation is considered acceptable over a 13 year period. It will also assist in maintaining a five year supply of housing land (Policy H1).

TABLE 5 – MORE HOMES AND A BETTER ENVIRONMENT

	Developable Area Ha (acres)/ Homes Ha (acres)	Public Open Space On Site Ha (acres)	Public Open Space sought off-site Ha (acres)	Potential Additional Dwellings* Released
Woods Meadow	19(47)/470	2.8(7)	20-24(50-60)	280
Carlton Hall	20(49)/490	2.8(7)	7(18)	70
South of Bloodmoor	11(27)/270	1.6(4)	11(27)	40
Total				390
Current over allocation				192
Potential over allocation				582

* The number of potential additional dwellings is dependent on the landowner/developer following the 'More Homes' approach which will be set out in Supplementary Planning Guidance (and subject to the necessary legal agreements).

Urban Consolidation and Infilling

- 3.65 In addition to the housing proposals identified in Policy H6 and V2, there are likely to be other opportunities for development on smaller sites in Lowestoft, the market towns and some villages. These will include both 'infill' sites (identified as a gap in an otherwise built-up frontage sufficient in size to accommodate one or two dwellings) and larger 'consolidation' sites. Small infill sites occur both in towns and villages, but it is intended that most sites larger than 10 dwellings would be identified by the Local Plan. However, such windfall sites occur adventitiously and it is not possible to predict all such areas in the Local Plan. Examples of larger consolidation sites which have occurred recently include the redevelopments of Hailey's site in London Road South, the Regal Cinema in Beccles and Blackwater Covert in Reydon. Policy H7 provides guidance as to the acceptability of such windfall sites.
- 3.66 The policy seeks to distinguish under-utilised or derelict sites within the built-up area from green areas which have amenity or wildlife value. Examples of such important green areas include Bonds Meadow in Lowestoft, Kilbrack at Beccles, Fair Meadow and the area around Bigod Castle in Bungay and the various greens within Southwold. Together with Policy H9, it also seeks to prevent the subdivision of large gardens or plots which contribute significantly to the character of particular areas. In all cases, the provision of new housing within the existing built up area must be balanced against the protection of residential amenity and environmental quality.

H7 RESIDENTIAL DEVELOPMENT WHICH CONSOLIDATES THE BUILT UP AREAS OF LOWESTOFT, BECCLES, BUNGAY AND HALESWORTH WILL BE PERMITTED PROVIDED THE SITE IS SUBSTANTIALLY SURROUNDED BY DEVELOPMENT AND DOES NOT:-

- 1. EXTEND INTO OPEN COUNTRYSIDE OR INVOLVE LOSS OF BEST AND MOST VERSATILE AGRICULTURAL LAND;**
- 2. CONSTITUTE RIBBON DEVELOPMENT OTHER THAN THE INFILLING OF A SMALL GAP IN A SUBSTANTIALLY BUILT UP FRONTAGE;**
- 3. INVOLVE THE LOSS OR DAMAGE OF A SITE OF AMENITY OR WILDLIFE VALUE. IN PARTICULAR THE DEVELOPMENT OF INFORMAL OPEN SPACES (PUBLIC OR PRIVATE) WHICH CONTRIBUTE TO THE CHARACTER OF A NEIGHBOURHOOD WILL NORMALLY BE RESISTED;**
- 4. CONFLICT WITH POLICIES FOR THE PROTECTION OF THE ENVIRONMENT AND FOR THE PROVISION OF SPORT AND RECREATION FACILITIES;**
- 5. HAVE A SIGNIFICANTLY ADVERSE EFFECT ON RESIDENTIAL AMENITY OR HIGHWAY CONSIDERATIONS;**

- 3.67 Limits to Development have been defined for Southwold in recognition of the town's special character and lack of development opportunities. Within the limits, proposals for residential development will generally be acceptable in accordance with Policy S1 in the Southwold chapter. A similar approach has been adopted for Kessingland (Policy K1).

Design

- 3.68 As people tend to spend a large proportion of their time in and around their homes, a good living environment makes an important contribution to the quality of life. Good design need not necessarily cost more, but it is an important factor controlling levels of satisfaction and future maintenance within new housing estates. Nevertheless, to achieve the required effect, sufficient attention to detail is required in the choice and design of house types, materials, boundary treatment and hard and soft landscaping.
- 3.69 Urban growth in Waveney has over the years resulted in the development of large suburban estates on the edges of Lowestoft and the market towns. Whilst these generally met the planning and highway standards of the time, the effect of new estate developments in the landscape has often been stark, due to the absence of landscaping and the apparent lack of relationship to the 'lay of the land'. The scale of new estates is large in comparison with the existing neighbourhoods and communities which developed historically over a much longer period.

Environmental Charter

- 3.70 The District Council's Environmental Charter seeks to reflect local concerns that more attention should be given to local design traditions and use of local materials, to landscaping and open space provision. An important consideration in achieving a more human scale will be to break down larger housing developments into smaller neighbourhood areas.

Suffolk Design Guide

- 3.71 The Suffolk Design Guide was prepared by all the Local Authorities in Suffolk, with the aims of raising the standard of new residential development in the County and reintroducing the essential character of Suffolk into new housing development. It incorporates the advice of the DoE and DoT contained in a revised Design Bulletin 32 : Roads and Footpaths, which suggests a varied approach to road layouts and encourages reductions in traffic speeds. The Design Guide was adopted as Supplementary Planning Guidance by the Council in December 1992.

Residential Design Guidelines

- 3.72 The Suffolk Design Guide is intended to improve the standard of design and landscaping within new housing developments to reflect the essential character of Suffolk and to achieve a more pleasant living environment. In addition, the Council intends to publish its own residential design guidelines as Supplementary Planning Guidance as a local complement to the Suffolk Design Guide. The Council will expect these principles and those of the Suffolk Design Guide to be reflected in relevant planning applications. The main elements of the Council's residential design guidance are outlined below (paragraphs 3.73 - 3.77).
- 3.73 The appearance of proposed housing and its relationship to its surroundings are material considerations when assessing planning applications. Consequently the District Council will reject poor designs which are out of scale or character with their surroundings. The appearance and treatment of spaces between and around buildings is also of great importance. Developers should aim for high quality design and landscaping in all new housing development.
- 3.74 Landscaping is an important consideration which should be regarded as an integral component of the design and layout of major housing sites. Where practical structural landscaping should take place in advance of development or, at the latest, by the first planting season following the commencement of development. This will allow landscaping to become established as the development progresses.
- 3.75 Within new housing developments a minimum garden area of 60 sq.m is considered necessary to allow for children's play space and to provide amenity space. For flats, the amount and type of amenity space required will depend upon the size and type of accommodation, and its occupancy. However, minimum amenity space of 30 sq.m per flat should normally be provided.
- 3.76 Care will be needed to secure a good degree of personal privacy in residential housing layout. It is essential to prevent the overlooking of areas of private garden, which is often at the rear of a property. Occupants of dwellings will suffer progressive loss of privacy where first floor windows overlook them at a distance of less than 35 metres. It would be impractical to apply universal standards but this optimum distance for unobstructed views will be used as a benchmark for layout design.

- 3.77 The spacing between dwellings is important if a reasonable street scene is to be achieved which avoids creating a cramped appearance and 'terracing' effect of properties. Therefore, within the housing sites identified under Policy H6 and on windfall sites, a minimum distance of two metres between two storey properties and side boundaries will be expected.

H8 WITHIN NEW HOUSING DEVELOPMENTS A HIGH STANDARD OF DESIGN, LAYOUT AND MATERIALS, AS SET OUT IN THE SUFFOLK DESIGN GUIDE, WILL BE EXPECTED. IN ORDER TO HELP ACHIEVE THIS OBJECTIVE IT IS CONSIDERED THAT ALL NEW HOUSING DEVELOPMENT SHOULD COMPLY WITH THE FOLLOWING CRITERIA:-

- 1. THE DESIGN AND LAYOUT SHOULD BE OF A SCALE AND DENSITY APPROPRIATE TO THE SITE;**
- 2. AMENITIES OF NEIGHBOURING RESIDENTS SHOULD NOT BE UNDULY AFFECTED BY REASON OF OVERLOOKING OR LOSS OF SUNLIGHT;**
- 3. COMPREHENSIVE LANDSCAPING SCHEMES WILL BE REQUIRED TO BE SUBMITTED WITH DETAILED PLANNING APPLICATIONS. WHERE PRACTICAL, STRUCTURAL LANDSCAPING SHOULD TAKE PLACE IN ADVANCE OF ANY DEVELOPMENT OR, AT THE LATEST, BY THE FIRST PLANTING SEASON FOLLOWING THE COMMENCEMENT OF DEVELOPMENT;**
- 4. ROAD LAYOUTS SHALL HAVE REGARD TO THE REQUIREMENTS OF THE HIGHWAY AUTHORITY AND THE COUNCIL'S CAR PARKING STANDARDS;**
- 5. PROPOSALS SHOULD HAVE REGARD TO RELEVANT POLICIES OF THE LOCAL PLAN, IN PARTICULAR POLICIES ENV7, 9, 10 AND 34.**

Older Housing Area Improvement

- 3.78 In the past, improvement of older housing areas was carried out through the creation of General Improvement Areas (GIAs). Five GIAs were identified in Lowestoft and one in both Beccles and Kessingland. Environmental improvements carried out included hard and soft landscaping. Whilst numerous housing improvement grants to home-owners were made in the past, the GIA has now come to the end of its useful life. Under the 1989 Local Government and Housing Act, the GIA concept is now replaced by the Neighbourhood Renewal Area (NRA). No part of the Plan area contains a sufficient proportion of unfit properties to qualify for funding under this scheme. Despite this, the District Council is likely to continue its long standing programme of improvement grants for individual properties as resources permit. The main priorities for improvement of older housing areas are :-

- a. Environmental Improvements - these would be beneficial within areas of older terraced housing which lack adequate landscaping or open space. Within housing areas a number of public amenity areas would benefit from enhancement (Policy OS3). In addition, the Lowestoft Initiative Strategy identifies a number of priority areas for environmental improvement including the area around Lake Lothing, the Beaconsfield Road area and parts of Pakefield and the sea front.
- b. Non Conforming Industrial Uses - to continue to encourage the relocation and discourage the expansion of unneighbourly industrial uses.
- c. Traffic Calming - One of the most intractable problems facing older housing areas is to provide for increasing levels of car ownership. There is often little scope (without demolition) for improving the parking situation in many older residential streets which appear to be reaching saturation. Nevertheless, other problems (e.g. noise, accidents), such as at Grove Road, Beccles related to excessive traffic speeds, use by H.G.V.s and 'rat running' could be reduced by appropriate traffic calming measures (Policy TR2).

Development within Existing Residential Areas

- 3.79 Continued infilling (often at higher densities and with little regard to the scale and character of adjoining buildings) has led to concerns that too much development of insufficient design quality is being crammed into the built up areas at the expense of their character, amenities and open spaces. In addition to the requirement for retention of amenity spaces and the environmental policies, there are six main areas of concern which are dealt with below :-

- 1) Redevelopment of larger properties;
- 2) Backland development;
- 3) Infill sites;
- 4) Conversion to flats and HMOs;
- 5) Different housing needs;
- 6) Extensions to dwellings.

- 3.80 1) Redevelopment of Larger Properties and Private Gardens - Whilst strict controls over demolition exist in Conservation Areas, the demolition of properties elsewhere in the Plan area will not itself create a presumption toward more intensive redevelopment. Particular housing areas within the Plan area such as The Avenue in Lowestoft, Ashmans Road and adjoining streets in Beccles or on the outskirts of Bungay at Upper Olland Street or Outney Road, are characterised by lower densities and more spacious plots or garden areas. Southwold's character would also be affected by sub-division or infilling in areas such as Gun Hill, South Green or along Park Lane/Mill Lane. PPG3 draws attention to the need for special protection for such residential areas to ensure that their character and amenity should not be damaged by over development. The Council intends to identify the kinds of areas and types of locations where this policy should apply.

H9 REDEVELOPMENT OR SUBDIVISION OF LARGER HOUSE PLOTS OR GARDENS WHICH WOULD ADVERSELY AFFECT THE CHARACTER AND AMENITIES OF EXISTING OR OLDER RESIDENTIAL AREAS WILL BE REFUSED.

- 3.81 2) Backland Development - Comprehensive development of under-utilised land or long gardens to the rear of existing properties requires careful planning. In townscape terms, different arguments will apply within towns (where the main concern is likely to be town-cramming), to villages, where the relationship to the shape of the village or the settlement pattern will also need to be considered. Where sites comply with Policy H7, it will be necessary to ensure :-

- a. Satisfactory access can be obtained to meet the Highways Standards and to ensure that the amenities of adjoining residents are not adversely affected. Demolition of property in good condition to provide an access will normally be discouraged. In appropriate cases the District Council will seek to improve access and off-street parking provision for existing properties.
- b. Retention of privacy and amenity of adjoining residents. To achieve the required results and retain the character of particular residential areas, it will often be necessary to provide greater privacy distances and garden sizes than many new developments. In general, it will be important to relate the scale of new buildings to those in the adjoining area and development may need to be restricted to single storey level adjoining site boundaries.

H10 DEVELOPMENT OF BACKLAND SITES WILL ONLY BE ACCEPTABLE WHERE SATISFACTORY ACCESS CAN BE OBTAINED AND THE AMENITIES OF ADJOINING RESIDENTS AND THE CHARACTER OF PARTICULAR AREAS ARE PROTECTED. WITHIN VILLAGES, A REASONABLE RELATIONSHIP TO THE EXISTING SETTLEMENT PATTERN WILL ALSO BE REQUIRED. THE SUBDIVISION OF THE GARDEN OF A SINGLE HOUSE WILL RARELY MEET THESE CRITERIA.

- 3.82 3) Design Guidelines for Infill and Consolidation Sites - Where the infill or consolidation site meets the criteria in Policy H7, H9 or H10, the District Council will wish to ensure that its development achieves a high standard of design and appearance, avoids over-development of the site and achieves a satisfactory relationship with adjoining development. New infill development should not be designed in isolation from its setting and a satisfactory relationship to adjoining properties should be demonstrated by submission of street elevations and layout plans (at a reasonable scale).

H11 DEVELOPMENT PROPOSALS FOR INFILL OR CONSOLIDATION SITES WILL BE EXPECTED TO INCLUDE A HIGH STANDARD OF DESIGN AND APPEARANCE, SYMPATHETIC IN SCALE AND CHARACTER TO THE ADJOINING PROPERTIES AND THE LOCAL STREET SCENE.

- 3.83 4) Conversion of Existing Properties to Flats or Houses in Multiple Occupation (HMOs) - The District Council recognises the need for both self-contained and non self-contained (HMO) accommodation. It has adopted a corporate approach between the Planning and Housing and Environmental Services Departments to consider these uses. The view is that self-contained flats are generally considered to provide a higher standard of facilities (e.g. separate bedroom,

living room, bathroom, kitchen and entrance) than non self-contained accommodation. In addition self-contained flats usually result in a less intensive use of the property with less disturbance to neighbours and other occupiers, and a higher standard of supervision and upkeep by occupants. For these reasons the Council is keen to promote the provision of self-contained flats and will only permit the conversion to HMO or Bedsits in exceptional circumstances.

H12 PLANNING PERMISSION WILL BE GRANTED FOR CONVERSIONS TO FULLY SELF-CONTAINED ACCOMMODATION IN THE FOLLOWING CIRCUMSTANCES:

- 1. THE PROPERTY IS LOCATED IN A COMMERCIAL, MIXED USE OR OTHER AREA CLOSE TO THE TOWN CENTRE;**
- 2. RESIDENTIAL PROPERTIES ARE ABOVE AVERAGE SIZE (ie ABOVE 120M² ORIGINAL GROSS FLOOR SPACE AND INCLUDE AT LEAST FIVE BEDROOMS), NO LONGER SUITED TO FAMILY OCCUPATION OR HAVE A LONG ESTABLISHED USE (ie 10 YEARS OR MORE) AS AN HMO;**
- 3. THE SATURATION FIGURE FOR THE STREET (SEE POLICY H14) IS NOT EXCEEDED;**
- 4. EXISTING STANDARDS FOR PARKING, AMENITY AREAS AND SOUND INSULATION ARE MET;**
- 5. NO SIGNIFICANT DETRIMENT TO ADJOINING FAMILY HOUSES IS LIKELY TO BE CREATED.**

EXCEPTIONAL CIRCUMSTANCES WILL NEED TO BE DEMONSTRATED FOR THE CONVERSION TO HMO/BEDSITS, AS OPPOSED TO SELF CONTAINED FLATS, TO BE PERMITTED.

- 3.84 Conversion of larger properties, which are no longer suited to modern family housing requirements, or underused space above commercial premises can allow adaptation to meet the needs of an increasing number of smaller households. This consideration must be balanced against the need to retain family housing and preserve residential amenity.
- 3.85 The District Council has responded to the demand for conversions to provide smaller units by producing supplementary planning guidance on 'Conversion of Properties to Self Contained Flats and Houses in Multiple Occupation'. Acceptable areas for conversions are likely to be close to town centres, or within mixed use areas, rather than mainly residential areas. Within these areas it is intended to promote the provision of self-contained accommodation, whilst seeking to improve standards where HMO uses are regularised. The use of vacant or underused floorspace above shops and offices to provide self contained flats is promoted by Policy H15.

- 3.86 Where residential properties are considered acceptable for conversion, they are expected to meet a series of criteria (relating to size, unsuitability for continued family occupation or long established use) which favour conversion of above average sized properties rather than small family dwellings.

H13 CONVERSIONS TO HMO/BEDSIT TYPE ACCOMMODATION WILL NOT BE PERMITTED IN THE FOLLOWING CIRCUMSTANCES :

- 1. RESIDENTIAL STREETS COMPOSED WHOLLY OR MAINLY OF FAMILY HOUSES;**
- 2. RESIDENTIAL AREAS OF HIGH CONCENTRATIONS OF HMOs, (WHETHER AUTHORISED OR UNAUTHORISED) WHERE THE SATURATION LEVEL DETERMINED FOR THE STREET (SEE POLICY H14) IS EXCEEDED;**
- 3. CONVERSION OF SELF CONTAINED FLATS TO HMO USE (INCLUDING NON-SELF CONTAINED FLATS).**

- 3.87 (i) Saturation Levels - Certain parts of Lowestoft have been subject to pressure for conversions which has resulted in high levels of conversion. This has led to concern that these areas are over-saturated in terms of pressure on parking, level of activity generated and the effect on the remaining family dwellings. As a result no further conversions to HMOs or self-contained flats will be allowed in Cleveland Road/Grosvenor Road/Windsor Road, London Road South and Lyndhurst Road. In other streets the District Council will have regard to saturation levels when determining planning applications for conversion to either HMOs or self contained flats. The point at which saturation occurs will vary according to the characteristics of the street. Nevertheless as a general guide saturation is likely to have been reached when the number of flats or HMOs in any one street reaches 20% of the total number of properties.

H14 NO FURTHER CONVERSIONS TO HMOs OR SELF CONTAINED FLATS WILL BE PERMITTED IN THE FOLLOWING AREAS;

- 1. CLEVELAND ROAD AND GROSVENOR ROAD (HAVING REGARD TO THE NUMBER OF AUTHORISED HMOs AND APPROVED FLAT CONVERSIONS PRESENT);**
- 2. WINDSOR ROAD (WHICH IS A STREET COMPOSED OF MAINLY FAMILY HOUSES WITH NO POTENTIAL FOR OFF-STREET PARKING FACILITIES);**
- 3. LONDON ROAD SOUTH BETWEEN CARLTON ROAD AND ST PETERS ROAD (WESTERN SIDE) AND BETWEEN RECTORY ROAD AND KENSINGTON ROAD (EASTERN SIDE) IN ORDER TO RETAIN THE RESIDENTIAL AMENITIES OF THE AREA;**

4. LYNTHURST ROAD (TO RETAIN A REASONABLE PROPORTION OF FAMILY HOUSES).

5. IN OTHER STREETS WHERE, IN THE OPINION OF THE DISTRICT COUNCIL, SATURATION LEVELS ARE EXCEEDED.

- 3.88 (ii) Living Above the Shop - The underused space above commercial premises can be converted to provide a useful source of accommodation, particularly to meet the needs of an increasing number of small households. The District Council is supporting the 'living over the shop' (LOTS) initiative which provides grant aid in appropriate circumstances to achieve this. Further information is available from the Director of Housing and Environmental Services.

H15 CONVERSION OF ACCOMMODATION ABOVE SHOPS AND COMMERCIAL PREMISES TO SELF-CONTAINED FLATS WILL BE PERMITTED WHERE THE PLANNING STANDARDS ARE MET AND NO DETRIMENT TO ADJOINING FAMILY HOUSES IS CAUSED.

- 3.89 5) Different Housing Needs - In addition to allocating sufficient land to meet the housing requirements of the Plan area, it is necessary to provide for a wide range of household types as identified in para 3.35. Further guidance on these types of housing provision is set out below. The District Council would wish to see the following housing types integrated as far as possible within major housing schemes, in order to avoid groups of people with particular housing needs being separated from the community they live in.
- 3.90 (i) Starter Homes - Where homes of two bedrooms or less are constructed at higher densities to provide for an increasing number of smaller households, a high standard of layout and design will be essential to ensure that low cost does not mean low quality. To achieve the sort of relationship between space and buildings so admired in the traditional urban form of our historic towns, a coordinated approach will be needed to the design of buildings and the associated spaces around them, with particular attention to the use of materials and treatment of ground surfaces.
- 3.91 (ii) Sheltered Housing - Lowestoft, because of its proximity to the sea, and rural Waveney, because of its landscape, have proved attractive locations for sheltered housing over the last decade.
- 3.92 As most residents of sheltered or specialised housing tend to be less mobile and spend more of their time in the home, the creation of a safe and attractive living environment will be a primary consideration. Communal facilities, sitting out areas, parking areas and footpath routes should be designed and located with the requirements of the less mobile in mind. Where sheltered schemes are constructed at higher densities, particular attention will need to be given to the relationship to adjoining residential development and to the design of buildings and the spaces created between them (including good quality materials and hard and soft landscaping).
- 3.93 Suitable sites should be fairly level and have access to local facilities (shops, doctors surgeries etc) and public transport. Whilst due to less active use by residents the quality of amenity

space provided will normally be more important than the quantity, the District Council will normally apply the amenity space standards set out in para 3.77.

- 3.94 (iii) Special Needs Housing - Specialised accommodation for severely physically disabled people or people with learning disabilities will need to be individually or custom-designed with the particular needs of individuals or groups in mind. Certain housing associations, health agencies, Suffolk County Council and this Council have experience and expertise in providing specialised accommodation. The District Council will welcome joint schemes or co-operation between developers and these bodies to provide this type of accommodation as part of new housing developments.
- 3.95 (iv) Nursing/Residential Care Homes - Through the conversion of larger properties and construction of new purpose built accommodation, residential care homes have become available as an alternative to care for elderly or disabled persons within the home or in hospital. The registration of nursing homes is controlled by the District Health Authority and residential care homes by the Social Services Department. Residential homes tend to be located in residential areas on above average sized plots, which allow for provision of adequate amenity areas, garden areas for sitting out and parking areas for visitors and staff. Other relevant planning considerations will include the effect on the residential amenities of adjoining properties and avoiding over-concentration of residential homes within particular residential areas. Guidance on the extension of existing nursing and rest homes is provided by Policy H17.

H16 PROPOSALS FOR SHELTERED HOUSING SCHEMES, NURSING HOMES AND RESIDENTIAL CARE HOMES WILL BE ACCEPTABLE SUBJECT TO POLICIES WHICH SEEK TO PROTECT THE ENVIRONMENTAL AND HIGHWAY CONSIDERATIONS AND PROVIDED THAT :

- 1. THE LOCATION OF THE PROPOSED DEVELOPMENT REFLECTS THE REQUIREMENTS OF ITS LIKELY OCCUPANTS AND HAS REASONABLE ACCESS TO SHOPS, COMMUNITY FACILITIES AND PUBLIC TRANSPORT ROUTES;**
- 2. THE PROPOSED DEVELOPMENT IS DESIGNED TO TAKE INTO ACCOUNT THE SPECIFIC NEEDS OF RESIDENTS INCLUDING APPROPRIATE PROVISION FOR THOSE WHO ARE LESS MOBILE (INCLUDING COMMUNAL FACILITIES, PARKING AND AMENITY AREAS);**
- 3. NO SIGNIFICANT ADVERSE IMPACT TO RESIDENTIAL AMENITY IS CAUSED;**
- 4. THE PROPOSED DEVELOPMENT DOES NOT LEAD TO AN OVER-CONCENTRATION OF SIMILAR ACCOMMODATION IN ONE STREET OR AREA, OR FALL WITHIN ONE OF THE AREAS IDENTIFIED BY**

POLICY H14 WHERE THE DISTRICT COUNCIL IS SEEKING TO RETAIN FAMILY HOUSING.

H17 PROPOSALS TO EXTEND EXISTING RESIDENTIAL CARE HOMES AND NURSING HOMES WILL BE ACCEPTABLE PROVIDED THAT:

- 1. THEY DO NOT HAVE A SIGNIFICANTLY ADVERSE EFFECT ON THE AMENITIES OF THE NEIGHBOURS;**
- 2. ADEQUATE AMENITY SPACE AND PARKING FACILITIES ARE PROVIDED OR RETAINED;**
- 3. THE EXTENSION IS IN KEEPING WITH THE CHARACTER AND DESIGN OF THE EXISTING BUILDING AND DOES NOT REPRESENT OVER-DEVELOPMENT OF THE SITE.**

3.96 Implementation - Where planning permission is granted for sheltered accommodation for the elderly with reduced parking standards, permission will normally be subject to a planning obligation under the Planning and Compensation Act 1991, restricting occupation to persons over 55 years of age.

3.97 6) Extensions to Dwellings - Houses need to be adaptable to meet the changing requirements of family life and home owners are increasingly choosing to extend their homes rather than move to a larger property. Most extensions are acceptable, provided that careful attention is given to design and materials in order to respect the amenities of neighbours and the appearance of the street. Wherever possible, extensions should include pitched roofs which relate to the main roof slope of the property. Applications that seek to increase the number of bedrooms should, where possible, also make adequate provision for off-street parking. In order to minimise the impact of two storey extensions on the amenities of neighbours and to avoid the creation of a 'terracing' effect within the street scene, it is considered to be good practice if they are constructed at least one metre away from the plot boundary. From a practical point of view this will also retain sufficient space for rear access and for future maintenance. In the case of terraced housing two storey extensions may be restricted to three metres in depth to respect the amenities of neighbours.

H18 APPLICATIONS TO EXTEND DWELLINGS WILL BE CONSIDERED FAVOURABLY WHERE PROPOSALS :-

- 1. ARE IN KEEPING WITH THE CHARACTER, SIZE AND DESIGN OF THE EXISTING DWELLINGS;**
- 2. HAVE AN ACCEPTABLE APPEARANCE IN THE STREET SCENE;**
- 3. DO NOT HAVE A SIGNIFICANTLY ADVERSE EFFECT ON THE AMENITIES OF NEIGHBOURS;**

4. **DO NOT RESULT IN OVER DEVELOPMENT OF THE CURTILAGE;**
5. **MAKE ADEQUATE PROVISION FOR THE PARKING OF CARS.**

- 3.98 Implementation - Applications for extensions to dwellings or residential homes should be supported by block plans, at a satisfactory scale, showing the relationship to adjoining properties.

Mobile Homes

- 3.99 Mobile homes, including residential caravans, can provide a less costly, and more flexible alternative to permanent housing. However, the provision of services to isolated sites can be costly and they may also have a severe impact on the surrounding countryside. It is important, therefore, that proposals for mobile homes and residential caravans are considered on the same basis as other residential applications. Proposals will be expected to comply with other housing policies in the Plan, in particular normal residential requirements regarding access, parking, privacy, amenity space and crime prevention.

H19 PLANNING PERMISSION WILL NOT BE GRANTED FOR RESIDENTIAL CARAVANS OR MOBILE HOMES ON SITES WHICH WOULD NOT RECEIVE PERMISSION FOR PERMANENT RESIDENTIAL DEVELOPMENT. WHERE SITES ARE ACCEPTABLE, PROPOSALS WILL BE EXPECTED TO COMPLY WITH NORMAL RESIDENTIAL STANDARDS.

Replacement dwellings in the Countryside

- 3.100 Many dwellings in the traditional style are characteristic features of the rural areas, which the District Council is keen to retain. In considering proposals for replacement dwellings, a modest change in the size or appearance of the dwelling will be acceptable. However, even where all other policy criteria are met, a doubling in the size of the original dwelling would be regarded as unacceptable. In line with the presumption against new dwellings in the countryside, proposals to replace a property should not involve an increase in the number of units.

H20 PROPOSALS FOR THE REPLACEMENT OF AN EXISTING DWELLING IN THE COUNTRYSIDE WITH A NEW DWELLING MAY BE ACCEPTABLE PROVIDED THAT IT INVOLVES ONLY MODEST CHANGE IN THE SIZE OR APPEARANCE OF THE BUILDING, DOES NOT INCREASE THE NUMBER OF DWELLING UNITS, AND DOES NOT PERPETUATE A SERIOUS TRAFFIC HAZARD. WHERE PROPOSALS FOR REPLACEMENT INVOLVE SUBSTANTIAL CHANGE, THEY WILL BE TREATED AS NEW DWELLINGS.

Extensions to dwellings in the countryside

- 3.101 Problems may arise from proposals for house extensions in the countryside, especially where the original dwelling has resulted from conversion or replacement. These are often dwellings

isolated in the landscape and it is essential that such proposals are of a scale and design compatible with the existing dwelling and its surroundings.

H21 WHERE A PROPOSAL FOR EXTENSION TO AN EXISTING DWELLING IN THE COUNTRYSIDE INVOLVES SUBSTANTIAL CHANGE IT WILL BE TREATED AS A PROPOSAL FOR A NEW DWELLING.

Provision for Travelling Showpeople

- 3.102 Department of Environment Circular 22/91 encourages District Planning Authorities to consider the needs of travelling showpeople who may require both winter quarters and a stable base for children to enjoy uninterrupted education. Their site requirements would include proximity to schools and community facilities, good access to the road network and a reasonably flat area. The District Planning Authority has consulted the Showmens' Guild of Great Britain and has agreed that there is no need for a site to be identified within the District. However, the position will be monitored during the Plan period. Sites providing temporary stopping places may be required and could be used by travelling showpeople and gypsies alike.

Provision for Gypsies

- 3.103 A gypsy transit site, with capacity for approximately 20 caravans, located adjacent to the roundabout at the northern end of the Kessingland Bypass opened in 1994.
- 3.104 Following changes to the Caravan Sites Act 1968 it is no longer a statutory duty of local Authorities to provide accommodation on caravan sites for gypsies. However Local Authorities continue to have discretionary powers to provide sites under the Caravan Sites and Control of Development Act 1960.
- 3.105 It is expected that the Kessingland site will meet the demand for semi-permanent pitches during the Plan period and it is not therefore proposed to allocate additional sites in the Plan. The situation will be kept under review.
- 3.106 Whilst the need for further sites may not exist, there may be a need for temporary stopping places within the District for up to two or three nights. Such sites should be located outside existing settlements but in close proximity to the primary road network. They should be used only briefly and should not constitute a nuisance to the local community or occupy prominent sites in the surrounding landscape. They should provide basic facilities including a hard surfaced entrance or access road, hardstanding for caravans and vehicles, a drinking water supply and refuse collection point. It is expected that these sites would be used by gypsies and travelling showpeople.

H22 TEMPORARY OR EMERGENCY STOPPING PLACES FOR GYPSIES AND TRAVELLING SHOWPEOPLE WILL BE ACCEPTABLE WHERE THEY ARE LOCATED OUTSIDE EXISTING SETTLEMENTS IN CLOSE PROXIMITY TO THE PRIMARY ROAD NETWORK. SITES SHOULD NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON RESIDENTIAL OR ENVIRONMENTAL AMENITY OR BE VISUALLY INTRUSIVE IN THE SURROUNDING LANDSCAPE. ADEQUATE SITE ACCESS WILL ALSO BE REQUIRED.

H23 PROPOSALS FOR GYPSY SITES WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:

- 1. THEY WILL NOT BE ACCEPTABLE WITHIN AONBs, SLAs, STRATEGIC GAPS AND OTHER PROTECTED AREAS AND SHOULD AVOID ENCROACHMENT ON THE OPEN COUNTRYSIDE;**
- 2. THEY SHOULD BE LOCATED IN CLOSE PROXIMITY TO THE PRIMARY ROUTE NETWORK AND WITHIN A REASONABLE DISTANCE OF LOCAL FACILITIES AND SERVICES;**
- 3. THERE SHOULD BE NO SIGNIFICANTLY ADVERSE EFFECT ON RESIDENTIAL AMENITY;**
- 4. THEY SHOULD AVOID THE BEST AND MOST VERSATILE AGRICULTURAL LAND;**
- 5. ADEQUATE SITE ACCESS SHOULD BE AVAILABLE;**
- 6. ADEQUATE SITE AMENITIES AND SERVICES SHOULD BE PROVIDED.**

Monitoring

Information will be collected on the following :-

1. Land availability statistics - Annual Reports
2. Numbers of houses built to accessible / adaptable standard - sample surveys
3. Planning applications regarding backland / infill / sub-division or large house plots
4. Schemes for conversion of flats above shops
5. Affordable housing schemes
6. Planning applications for flats/HMOs

4. INDUSTRY AND EMPLOYMENT

Introduction

- 4.1 Historically the economy of the District developed around the fishing industry and agriculture. The River Waveney played an important role in this early development. Wherries could sail the river as far as Beccles and Bungay carrying goods such as coal, timber and malt. Since their origins the market towns of Beccles, Bungay, Halesworth and Southwold have all diversified and developed into important service centres serving a large rural hinterland. All, with the exception of Bungay, have purpose built industrial estates.
- 4.2 Lowestoft's economy grew following the creation of the port and the fish docks and as a seaside tourist resort. In the heyday of the herring fishing industry, before the start of the first world war, over 2,000 trawlers and drifters operated out of Lowestoft and Great Yarmouth. From these origins a number of food processing and tourist industries developed, some of which are amongst the largest employers today. As the manufacturing economy diversified, industrial estates were developed at South Lowestoft, Whapload Road and Oulton during the 1960s.
- 4.3 The situation in the countryside however, is different. Although agriculture remains the dominant land use, it is no longer the main source of employment. In September 1992 the Rural Development Commission was predicting that around 100,000 jobs in agriculture and perhaps as many more in related rural industries would be lost nationally by the year 2000. East Anglia was likely to be one of the worst hit areas. More efficient farming practices and radical changes in European agricultural policy have occurred over the last five years and will continue as steps are taken to reduce the cost of the Common Agricultural Policy (CAP). The problem of surplus agricultural production has stimulated the introduction of a range of measures designed to keep at the present level, or reduce, the output of a number of basic foods. Measures that have already been introduced include quotas, set aside and reductions in price support mechanisms, which have all contributed to a fall in real farm incomes over the past five years.
- 4.4 The reform of the CAP has already had dramatic effects on a number of sectors of the agricultural industry. More land is coming out of agricultural production under set aside and other areas are being farmed less intensively under Environmentally Sensitive Area (ESA) schemes. Employment opportunities in agriculture are declining and many landowners are diversifying their interests as they seek to maintain their incomes.

National Guidance

- 4.5 PPG4 (Industrial and Commercial Development and Small Firms) stresses the importance of small businesses and high technology and service industries. District Councils can help industry by ensuring that sufficient land, which includes a range and choice of sites to meet demand in the area, is identified in the Local Plan.
- 4.6 PPG4 states that it may no longer be desirable to rigidly separate employment services from the communities they serve, as much small scale light industrial or business activity can be carried out in rural or residential areas without unacceptable disturbance to neighbours. A new amalgamated Business Use Class (B1) was created in the 1987 Use Classes Order, including

office and light industrial (including high technology) uses capable of being carried out in a residential area without loss of amenity.

- 4.7 An amendment to the Use Classes Order in 1995 deleted Classes B4-B7 (Special Industrial Groups B-E). Industrial processes previously within these Classes will be included in Class B2.
- 4.8 In PPG7 (The Countryside and the Rural Economy) the Government believes it important to sustain the process of diversification in the rural economy. This will offset the decline in agricultural employment by providing alternative employment opportunities for rural people, including those formerly employed in agriculture and related sectors. The guiding planning principle in the wider countryside is that development should benefit the rural economy and maintain or enhance the environment. The need, therefore is to strike the right balance between the promotion of rural businesses against the need to protect the countryside.

Sustainable Development

- 4.9 New industry has an important role to play in seeking to promote and encourage sustainable development throughout the District. Growing businesses can use resources in a way that enables growth to be sustainable. This means using man made and natural resources in a way that ensures future generations are not worse off. Likewise it is the Local Authority's role to balance the importance of industrial and commercial development against that of maintaining and improving environmental quality. Industrial land should be well related to centres of population and the re-use of derelict or vacant land encouraged. Industry should avoid environmentally important areas at all costs.

Regional Guidance

- 4.10 The Regional Guidance recognises that East Anglia as a whole has a buoyant economy with unemployment below the national average. There are however significant disparities between areas of high growth and prosperity particularly around the Cambridge area, and areas which have experienced lower economic growth and low prosperity.
- 4.11 The less successful areas of the region tend to be on the northern and eastern peripheries or the more remote rural areas. Great Yarmouth and Lowestoft have lost their traditional manufacturing industries and suffered from the relative decline of seaside resorts. These factors, combined with the cyclical nature of the off shore oil and gas industry and poor transport links, produce limited options for inward investment.
- 4.12 The Regional Guidance seeks to accommodate new growth that is environmentally sustainable through a development framework that will provide for :-
- a. some dispersal of investment from the more prosperous and congested areas in the west and Cambridge in particular, to those areas in the north and east where improvements to the trunk roads are expected to increase attractiveness to economic development and growth;
 - b. the maximum use of opportunities presented by reductions in remoteness of the less prosperous areas to enable those areas to attract investment in jobs.

- 4.13 Within the less prosperous parts of the region the rural areas have experienced a decline in jobs in agriculture and forestry. Whilst the rural areas remain a significant part of the region's economy, where job losses do occur problems are compounded by remoteness from the main population and employment centres.
- 4.14 The Rural Development Commission advises on the economic and social life of rural areas, and has identified more remote rural areas as Rural Development Areas for priority for assistance.

Assisted Area Status Bid

- 4.15 In 1992 Waveney District Council and its close neighbour Great Yarmouth submitted separate bids to the Department of Trade and Industry (DTi) for Assisted Area Status. Assistance from the DTi would basically come in the form of Regional Selective Assistance and Regional Innovation Grants and help may also be available towards the building of advance business units by English Estates. Other benefits would be increased likelihood of securing access to European Community structural funds and it would inevitably affect the thinking behind the relative priority given by the government to major transport infrastructure schemes, particularly roads.
- 4.16 When the results of the bids were published in mid 1993 Great Yarmouth was successful but unfortunately the Lowestoft Travel To Work area failed to gain Assisted Area Status.
- 4.17 The outcome of this decision could have a significant impact on Lowestoft's economy in view of the proximity of Great Yarmouth. Historically there has always been a healthy movement of firms and employees between the two towns in the sub region. This took place as a result of many factors and was to be encouraged. The availability of assistance in Great Yarmouth could affect this process.
- 4.18 The granting of Assisted Area Status to Great Yarmouth could result in a net influx of businesses into the town from elsewhere in the region and the UK in which case there could well be some benefit to employees and service industries in the Lowestoft area. For example, many Lowestoft people could potentially benefit from additional jobs in Great Yarmouth. Alternatively, the net affect of Assisted Area Status in Great Yarmouth could cause the migration of Lowestoft/Waveney companies to Great Yarmouth to gain access to grant aid and a reduction in the number of Great Yarmouth based companies opening operations in Lowestoft.
- 4.19 At the time of writing, the impact of Assisted Area Status in Great Yarmouth on Waveney's economy is unclear. However, it is evident that in terms of the pursuit of inward investment Waveney and Lowestoft are unlikely to be able to offer the incentives to new companies that are now available in Great Yarmouth.
- 4.20 In view of the DTi's decision, the Council is currently reviewing the resources it devotes to Economic Development, particularly in respect to new and expanding local small companies.

European Commission Funding

- 4.21 In January 1994, Halesworth, Bungay, South Elmham and certain wards in Lowestoft received Objective 5(b) designation from the European Commission. It is designed to help develop and assist rural and agricultural areas most in need of assistance by encouraging the creation of

jobs in non-agricultural sectors. These areas are heavily dependent on agriculture for employment but the income from this industry is declining and prospects of alternative employment are very limited. Lowestoft was selected on the basis of the decline in the fishing industry in the port. Objective 5(b) designation also strengthens the area's case for consideration under the UK Government Single Regeneration Budget.

- 4.22 Lowestoft has also been designated to receive the PESCA Community Initiative which aims to help the fishing industry diversify. One of the main requirements of both initiatives is that matching funding is made available.

Structure Plan Guidance

- 4.23 The County Council places strong emphasis on the continuing health of Suffolk's economy, and on the growth of employment, to provide jobs for both existing residents and newcomers. The County Council seeks to achieve these aims by pursuing an 'Economic Development Strategy' aimed at maintaining and creating jobs.
- 4.24 The Structure Plan states that most new employment uses should continue to be located in or near towns which are the focus of labour supply, service provision and communications networks. Employment uses will not, therefore, normally be acceptable in the open countryside. In villages, or on sites closely related to them, and in existing buildings small scale employment uses such as craft, service or light industrial activities will generally be acceptable.

The Rural Development Area

- 4.25 A large part of the Plan area is included in the Suffolk RDA which was first designated in 1984. Within the RDA the Rural Development Commission targets resources, primarily through its Rural Development Programme, to assist economic development and social and community facilities and services.
- 4.26 More specific aims of the current strategy are to facilitate employment and economic development that will :-
- a. strengthen and diversify the RDA's economic base;
 - b. improve accessibility to jobs;
 - c. support established businesses;
 - d. maintain progress in reducing unemployment.
- 4.27 Other objectives include improving the supply of serviced sites and premises for industry and commerce, ensuring that business support services are widely available to all existing and potential firms in the RDA and developing training programmes to meet the needs of all sections of the workforce and local employers by working closely with Suffolk TEC and Norfolk and Waveney TEC.

Local Issues

- 4.28 Economic Development Strategy - The Local Government & Housing Act 1989 makes provision for local authorities to promote the economic development of their area. The Act places a duty on all authorities planning to undertake economic development activities to prepare an Economic Development Strategy and to review it annually. The 'Economic Development Strategy and Annual Report (Spring 1996)' draws together the Council's economic activities in one policy statement.
- 4.29 The District Council regards the regeneration, modernisation and diversification of the local economy as its number one priority which can only be achieved in partnership with the private sector. However, the Council can play an important role in supporting the economic growth of the area through a variety of means. These include direct use of its statutory powers and resources and by acting as a facilitator (e.g. by encouraging improvements to infrastructure and the environment).
- 4.30 The District Council has a dual role as a landowner in releasing land and as a planning authority in allocating land and granting planning permission for industrial and commercial development. The Economic Development Unit provides a series of initiatives including a Land and Premises Register (containing details of available premises), which will be made available to firms seeking industrial or commercial space. Good practice is promoted through the Business Awards Scheme and business advice is available direct and through the Professional Services Voucher Scheme.
- 4.31 Employment Structure - In 1981 Waveney was the most industrialised district in Suffolk with a higher proportion of its workforce in manufacturing than in Great Britain as a whole. This declined during the 1980s as the expansion of service industries emerged, although the growth in this sector was not as marked as elsewhere. Lowestoft's industries have tended to be based on traditional manufacturing, oil and gas, ship building, fishing and food processing operations, dominated by a number of larger firms. This dependence on a small number of large firms makes Lowestoft's economy susceptible to outside forces and plant closures as demonstrated by the closure of Eastern Coachworks Ltd in 1990 as part of a British Leyland rationalisation. As Lowestoft is characterised by locally based manufacturing firms it did not benefit from the growth of new service and high technology industries experienced elsewhere. Skills training will play a part in encouraging this type of employment, in particular through the Norfolk and Waveney TEC. Nevertheless, the recovery in the late 1980s was led by the manufacturing industry, as several of the major employers have invested heavily in the area or expanded capacity, indicating their continued confidence in the future of the town. In addition there was considerable growth in small businesses and self employment in the second half of the 1980s as part of a general economic revival. Many of those firms entered the 1990s under more uncertain trading conditions as the recession took hold and unemployment began to rise. However, the likelihood of greater access to European markets after 1992 may offer some ground for optimism.
- 4.32 Within the rural areas approximately 34% of the workforce in the Beccles/Halesworth Travel To Work Area (TTWA) are employed in manufacturing and 29% in the service sector. In contrast, the Southwold area has a much higher proportion of the workforce employed in the service sector (47%), compared to 17% in manufacturing. This is likely to be a reflection of the popularity of Southwold as a tourist destination. Within the Rural Development Area

approximately 15% were employed in agriculture in 1992 compared to only 4% in East Anglia as a whole. This is a clear indication of the significance of agricultural employment within rural communities. However, based on Agricultural Census Statistics (MAFF) full time agricultural employment fell by 28.4% between 1982 and 1992 compared to 24.5% in the County.

- 4.33 A large proportion of the manufacturing workforce are employed in a small number of fairly large local firms, such as Clays and Clowes (printing), Adnams (brewing), Bernard Matthews and Buxted Chicken (food processing), M&H Plastics and Fibrenyle (Plastics). This reliance on a small number of large firms can lead to an unbalanced employment structure, particularly in times of recession.
- 4.34 Unemployment - During the 1980s, the Lowestoft TTWA (including Southwold) recovered from a peak monthly rate of 17% out of work in 1987, falling to just over 5% in 1989. Seasonal reductions during the summer months reflect the availability of holiday employment. In the early 1990s a rise in unemployment reflected worsening national economic conditions and the fragile nature of the local economy.
- 4.35 Long term unemployment trends in the Beccles and Halesworth TTWA have been consistently below the national average but higher than the Suffolk average. Unemployment stopped declining in the Beccles and Halesworth TTWA in July 1990 and has since risen sharply. Male unemployment has risen particularly rapidly, doubling between 1990-92. The main concentrations of unemployment are in Bungay and Halesworth.
- 4.36 Industrial Land and the Property Market - One of the main economic problems faced by the District is an inability to attract private sector investment to the area. Land and property values in Waveney are very low by any East Anglian comparison, which means that for most types of commercial development speculative building by private developers is unviable. The presence of this 'profitability gap' has been met in the past by support or subsidy by direct investment from the Local Authority or Rural Development Commission. Whilst serviced industrial land is readily available in Lowestoft and the rural areas (except Bungay), controls on Council spending and limits on RDA funding, are likely to curtail such support in the future.
- 4.37 In 1990 Suffolk County Council commissioned a study of the industrial land market which confirmed that much of Lowestoft's industrial property is located in old, low quality estates, generally built around old factory complexes. A user survey found some general dissatisfaction with the image and facilities in existing premises and latent demand for new purpose built premises (incorporating adequate car parking and higher quality specification buildings with improved internal layout and greater office content).
- 4.38 In the same study Halesworth was chosen as a town representative of the Suffolk RDA. The study concluded that Halesworth fell into the unprofitable development category and that direct development by the public sector was the only means by which advance industrial space would be provided.

Environmental Assessment

- 4.39 The District Council will expect environmental impact assessments for large industrial developments, or development likely to have a significant visual impact on the surrounding environment (see Chapter 2 para 2.8).

Availability of Industrial Land

- 4.40 The existing situation regarding industrial provision and availability of industrial land within the District is set out below :-

INDUSTRIAL PROFILES

Lowestoft

Lowestoft is the main administrative centre of the District. First and foremost however, it remains one of England's premier fishing ports, with around 600 people employed in the fishing industry in 1995. In more recent years the port has become an important off shore supply and support centre serving the oil and gas fields of the North Sea Southern Basin. Around 1,500 people are employed in off shore related industries. Shell UK Exploration and Production have a major operations base in the town whilst SLP Engineering undertake larger scale fabrication work, building accommodation modules for the major off shore companies. In contrast the town's traditional ship building industry has experienced a marked decline, particularly during the recession of the early 1990s.

Lowestoft has a long standing association with the food processing industry. Birds Eye Walls Ltd is the town's largest employer, providing employment for approximately 1,600 people at its premises on the Beach Industrial Estate. A major expansion of the factory complex in 1993 provided additional food production lines and created nearly 100 extra jobs. Sanyo Industries Ltd have also invested heavily in their Lowestoft factory, and now employ over 600 people in the manufacture of televisions.

Four main industrial areas serve the town, at Whapload Road (the Beach Industrial Area), along the shores of Lake Lothing, Oulton and South Lowestoft Industrial Estates. Approximately 5 ha (13 acres) of fully serviced land in the District Council's ownership is available for immediate development at South Lowestoft Industrial Estate. Outline planning permission for a further 20 ha (50 acres) of industrial land exists immediately to the south.

Beccles

Whilst William Clowes (book printers) is still the largest employer in the town this reliance is now declining with the growth of Fibrenyle, M & H Plastics and firms on the Common Lane North Industrial Estate.

Approximately 22 ha (56 acres) of serviced industrial land exists on the Ellough Industrial Estate which is being marketed as a Business Park. The Beccles Area Local Plan allocated a small industrial site opposite M & H Plastics, at the junction of London Road with Cromwell Road. An extension to M & H Plastics on the southern edge of Beccles has recently been granted planning permission. There is a total of 16,000 sq.ft of available industrial floorspace in 16 units in the town.

Bungay

Clay's printers have a long standing association with Bungay and, with a 600 strong workforce, is by far the largest employer in the town. Apart from nine light industrial units on the former cricket bat factory on Southend Road there are no purpose built units or serviced industrial land in the Bungay area. The District Council is conscious of this and it was hoped that the issue could be addressed through the Rural Development Area programme. A site was subsequently identified adjacent to the swimming pool on St Johns Road and outline planning consent granted for 6 ha (15 acres) of light industrial land (in addition to 5 ha (12.5 acres) of housing). However a financially feasible scheme for the site is proving difficult to achieve. Therefore, consideration needs to be given to alternative schemes, which take advantage of funding opportunities from the Rural Development Commission and the European Commission's Objective 5(b) initiative, in order to address the industrial needs of the town.

Southwold and Reydon

The Adnams brewery is the biggest employer in the area. In order to promote further employment and industrial development the South East Waveney Local Plan 1985 allocated approximately 1.6 ha (4 acres) of industrial land to the north of Cox's Lane, in addition to 1.6 ha (4 acres) which already had planning permission. English Estates (agents for the Rural Development Commission) have so far provided eight light industrial units on the land. Adjacent to this site, Fountain Manufacturing Ltd., currently based in Southwold and Beccles, obtained planning permission in 1992 for new factory premises. To round off this industrial area it is proposed to allocate an additional 0.6 ha (1.5 acres) of industrial land.

Halesworth

Bernard Matthews plc have developed what has become an extensive food processing plant on the site of the former Holton Airfield, and they are now the largest employers in the area. Between 1985-91 approximately 4 ha (10 acres) of industrial land has been developed at Norwich Road and Blyth Road Industrial Estate. The Halesworth Area Local Plan 1991 allocated a site of some 2.4 ha (6 acres) as an extension to Norwich Road industrial estate. This proposal is to be retained although there are some drainage problems that will need to be overcome before development could be considered. English Estates, in partnership with the Council, have developed approximately 3 ha (8 acres) of land at Blyth Road and planning permission was granted in 1987 for a further 3 ha (8 acres). Part of this site is being developed for an extension to the JST factory. In September 1992 there was 1 ha (2.5 acres) of available industrial land, 0.8 ha (2 acres) at Blyth Road and 0.2 ha (0.5 acres) at Norwich Road and 11 vacant units providing 40,000 sq.ft of floorspace.

The Local Plan Objectives

- 4.41 The Local Plan can assist the Council's Economic Development Strategy by including land allocations and generally supportive policies towards the establishment of new businesses, existing industry and small businesses. The Council's Environmental Charter requires that the environmental impact of all new development is taken into account and it will be important to achieve a reasonable balance between economic development and protecting the environment.
- 4.42 Proposed transport and environmental improvements will improve the accessibility and image of the District. The effect of these improvements on investor perception and commercial viability is likely to have a significant influence on the rate of future economic development. To ensure that the District can benefit fully from the opportunities for economic growth which will be created in the future, the following objectives are to be adopted :

Objectives

1. To strengthen the District's economy by ensuring an adequate supply of industrial land (including a range and choice of sites), within Lowestoft and each of the four market towns, to meet the demands of firms wishing to (re)locate in the area (E1).
2. To support the retention and continued expansion of existing firms and businesses subject to the normal residential amenity, environmental and highway considerations (E2,3).
3. To improve the image, environment and accessibility of existing industrial and commercial areas (in particular Lake Lothing).
4. To encourage the diversification of the rural economy by looking favourably on proposals for non-agricultural uses in the countryside and for the re-use or adaptation of rural buildings for employment purposes, subject to the environmental impact and traffic generation (E4,E6).
5. To ensure that development benefits the District's economy and maintains or enhances the environment.
6. New industrial areas will be expected to have good accessibility, minimise environmental impact and where possible involve the use of derelict or vacant land. The District Council will encourage improved standards of design, layout and landscaping on industrial areas to improve their image and appearance (Policy E5,E6,E9).
7. To balance the need for new industry against the need to protect the countryside for its own sake (E4,E5,E6).

Policies and Proposals

New Industrial Land

- 4.43 Between 1990-92 the economic recession resulted in there being very little demand for industrial land in the District, and there appears to be little prospect of improvement in the short term. It is nevertheless important to ensure that when there is an upturn in the economy, land is readily available.
- 4.44 New opportunities for industrial and commercial development may follow from the construction of the South Lowestoft Relief Road and Northern Spine Road and improvements to the A12. The availability of industrial land is important if new firms are to be attracted and

job opportunities created. Industrial land should be located close to the main centres of population where the majority of the workforce will be located. This will assist in reducing long journey to work times.

- 4.45 Throughout the District approximately 72 ha (177 acres) of land has outstanding planning permission for industrial use, as summarised in Table 6 below:

TABLE 6 - INDUSTRIAL LAND AVAILABILITY

Location	Area ha (acres)	
South Lowestoft Industrial Estate	25	(62)
North Quay Retail Park, Lowestoft	1.5	(4)
Peto Way, Lowestoft	3	(7)
Ellough Business Park, Beccles	22	(54)
Land south of M & H Plastics, Beccles	8	(20)
Blyth Road, Halesworth	1	(2.5)
Norwich Road, Halesworth	0.2	(0.5)
St Johns Road, Bungay	6	(15)
Cox's Lane, Reydon	<u>5</u>	<u>(12.0)</u>
TOTAL	<u>72</u>	<u>(177.0)</u>

- 4.46 Each town within the District is well served with land that has planning permission for industry. In addition some existing industrial land allocations made in previous local plans are being carried forward in this Plan. At the present rate of take-up this level of provision will be more than enough to meet the demand for industrial land throughout the Plan period.

E1 INDUSTRIAL DEVELOPMENT IS PROPOSED AT :

- 1. WEST OF OULTON INDUSTRIAL ESTATE, OULTON
3.5 HA (8.5 ACRES)**
- 2. LONDON ROAD/CROMWELL ROAD, BECCLES 1.3
HA (3.2 ACRES)**
- 3. BROADWAY, NORWICH ROAD, HALESWORTH 2.5
HA (6.0 ACRES)**
- 4. COX'S LANE, REYDON 0.7 HA (1.7 ACRES)**

WITHIN THESE AREAS APPLICATIONS FOR B1 (LIGHT INDUSTRIAL) AND B2 (GENERAL INDUSTRIAL) USES WILL BE ACCEPTABLE.

WITHIN THESE AREAS APPLICATIONS FOR B8 (STORAGE AND DISTRIBUTION) USES WILL BE ACCEPTABLE PROVIDING PROPOSALS ARE NOT SIGNIFICANTLY VISUALLY INTRUSIVE IN THE SURROUNDING LANDSCAPE OR WOULD RESULT IN A SIGNIFICANT LOSS OF ENVIRONMENTAL QUALITY WITHIN THE ESTATE.

Existing Industrial Areas

- 4.47 The District Council is concerned that the growth of industrial uses within existing industrial areas should not be stifled. It is often possible for existing industry to expand within, or adjacent to, their existing sites without loss of amenity to adjacent land uses. Many of the former wartime buildings associated with Ellough Airfield have been converted to a variety of industrial uses, resulting in isolated and sporadic pockets of development. In considering development or re-development proposals care will be required to ensure that industrial uses are not introduced in the surrounding countryside. In the interests of the local economy it is important that designated industrial land is protected from other non-industrial uses. In areas such as the Beach Industrial Estate on Whapload Road, particular care will be needed to ensure that any new development respects and enhances the setting of the High Street Conservation Area. The Lake Lothing area of Lowestoft has been identified by the District Council for further investigation. A strategy will be developed to address the land use, traffic and environmental issues in this area (see paragraphs 11.55-11.57).

E2 WITHIN EXISTING INDUSTRIAL AREAS (AS DEFINED ON THE PROPOSALS MAP) FAVOURABLE CONSIDERATION WILL BE GIVEN TO APPLICATIONS FOR NEW, OR EXPANSION TO EXISTING, B1 (LIGHT INDUSTRIAL) AND B2 (GENERAL INDUSTRIAL) USES. APPLICATIONS FOR B8 (STORAGE AND DISTRIBUTION) USES WILL ALSO BE ACCEPTABLE PROVIDING PROPOSALS DO NOT HAVE A SIGNIFICANTLY ADVERSE IMPACT ON SURROUNDING RESIDENTIAL OR ENVIRONMENTAL AMENITY OR LEAD TO A SIGNIFICANT LOSS OF ENVIRONMENTAL QUALITY WITHIN THE ESTATE.

WHERE EXPANSION OF EXISTING INDUSTRIAL OR STORAGE USES (B1, B2 AND B8) CANNOT REASONABLY TAKE PLACE WITHIN AN EXISTING INDUSTRIAL AREA, APPLICATIONS ON ADJACENT SITES WILL BE ASSESSED AGAINST THEIR IMPACT ON THE SURROUNDING LAND. THEY SHOULD BE WELL RELATED TO EXISTING BUILDINGS, SHOULD NOT EXTEND UNACCEPTABLY INTO OPEN COUNTRYSIDE OR HAVE A SIGNIFICANT ADVERSE IMPACT ON SURROUNDING RESIDENTIAL OR ENVIRONMENTAL AMENITY, TRAFFIC FLOWS AND HIGHWAY SAFETY OR LEAD TO A SIGNIFICANT LOSS OF ENVIRONMENTAL QUALITY WITHIN THE ESTATE.

APPLICATIONS FOR OTHER DEVELOPMENT WILL NOT BE ALLOWED ON LAND DESIGNATED FOR INDUSTRIAL USE.

Existing and New Businesses

- 4.48 During the early development of Lowestoft and the market towns, industrial uses often operated in close proximity to the residential areas which housed the workforce. Some of these firms and industries remain today, particularly in central Lowestoft. In the interests of residential amenity the expansion of unneighbourly general industrial uses in predominantly residential areas will not be allowed.
- 4.49 However, many light industrial and small businesses operate outside existing industrial areas and within or adjacent to predominantly residential areas, without any cause for concern or disturbance to occupiers of neighbouring properties. Where no significant harm to residential amenity would result, the setting up of new light industrial uses and expansion of existing uses should be encouraged in towns and villages. Subject to policies E5 and E6 however, industrial development in the open countryside will not be encouraged. Support for the light industrial and small business sector will help diversify the local economy and create new job opportunities.

E3 IN TOWNS AND VILLAGES OUTSIDE THE INDUSTRIAL AREAS REFERRED TO IN POLICIES E1 AND E2, THE SETTING UP OR EXPANSION OF LIGHT INDUSTRIAL (CLASS B1) AND THE EXPANSION OF EXISTING GENERAL INDUSTRIAL (CLASS B2) USES WILL BE PERMITTED. SUCH PROPOSALS SHOULD NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON THE AMENITIES OF NEARBY RESIDENTS, THE ENVIRONMENT, THE SURROUNDING COUNTRYSIDE OR THE CHARACTER OF THE AREA AS A RESULT OF NOISE, TRAFFIC FLOWS AND HIGHWAY SAFETY OR HOURS OF OPERATION AND SHOULD PROVIDE ADEQUATE UTILITY SERVICES.

WITHIN RESIDENTIAL AREAS THE INTRODUCTION OR INTENSIFICATION OF USES NOT MEETING THE ABOVE CRITERIA WILL BE RESISTED.

4.50 In considering business development in residential or rural areas there will always be the need to safeguard the amenity of neighbours or the surrounding environment. However some potential problems associated with a proposal might be reasonably overcome by granting permission subject to conditions to, for example, limit the hours of operation or prevent the outdoor storage of unsightly materials. Similar conditions may also be imposed to safeguard against possible future intensification of a use being unacceptable.

4.51 The Local Planning Authority will therefore use planning conditions to ensure that the use of a site, or subsequent intensification will not significantly adversely effect nearby residential or environmental amenity.

Rural Diversification

4.52 Rural diversification, the non agricultural use of land and buildings, is not a new phenomena. For example, some farmers provide holiday accommodation as a small scale activity in addition to their daily work on the farm. The District Council wishes to encourage diversification in line with Government policy, as a means of creating alternative employment opportunities. However, it is important that diversification does not have a detrimental impact on the character and quality of the countryside, which should be protected for its own sake.

4.53 The best and most versatile agricultural land is a resource of national importance. Such land should not, therefore, be so altered by diversification that it would be incapable of being brought back into agricultural use should the need arise in the future. Examples of rural diversification might include the recreational use of land and water for riding, fishing and boating, the conversion of existing buildings to tourist accommodation, craft or workshops, or the planting of woodlands.

E4 PROPOSALS WHICH DIVERSIFY THE RURAL ECONOMY WILL BE PERMITTED, PROVIDED THAT :

- 1. THERE IS NO MATERIALLY ADVERSE IMPACT ON THE CHARACTER OR QUALITY OF THE LANDSCAPE AND OPEN COUNTRYSIDE OR SIGNIFICANT IMPACT ON WILDLIFE CAUSED BY**

VISUAL INTRUSION, DAMAGE, NOISE, OR TRAFFIC GENERATION;

2. **THERE IS NO SIGNIFICANT OR IRREVERSIBLE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND;**
3. **PROPOSALS RETAIN OR CREATE JOB OPPORTUNITIES IN RURAL AREAS;**
4. **PROPOSALS DO NOT CONFLICT WITH POLICIES E5 OR E6.**

Industrial Development in the Open Countryside

- 4.54 The main concern of this chapter is to encourage industrial and commercial development in appropriate locations and diversification of the rural economy. Overriding this concern, however, is that the quality and character of the open countryside should not be sacrificed. New uses involving the construction of buildings, and unsightly 'bad neighbour' uses, such as scrapyards, will therefore generally only be permitted in the towns on designated industrial land where they can be more readily integrated into the surrounding environment. Such development in the open countryside would be likely to result in sporadic, unplanned and visually intrusive development to the detriment of landscape quality and character. Small-scale storage and distribution uses (Class B8), or small-scale haulage uses, may be permitted where there is a balance in favour of the diversification of the rural economy. Such uses should have a direct and indispensable link with the local economy, and be well related to existing buildings to avoid encroachment into the landscape. From the outset, the Council will assess the possibility of unacceptable intensification and additional intrusion, and seek appropriate control through planning conditions or obligations.

E5 EXCEPT AS PROVIDED BY POLICIES E4 AND E6 NEW INDUSTRIAL DEVELOPMENT (CLASSES B1 AND B2) WILL NOT BE PERMITTED IN THE OPEN COUNTRYSIDE.

PROPOSALS FOR STORAGE AND DISTRIBUTION USES (CLASS B8), OR HAULAGE DEPOTS, WILL BE JUDGED AGAINST THE FOLLOWING CRITERIA :-

1. **THE CONTRIBUTION OF THE USE TO THE RURAL ECONOMY;**
2. **THE SCALE AND NATURE OF THE USE;**
3. **THE IMPACT OF THE USE ON THE LANDSCAPE;**
4. **THE RE-USE OF, OR PROXIMITY TO, EXISTING RURAL BUILDINGS;**
5. **PROPOSALS SHOULD NOT GENERATE UNACCEPTABLE TRAFFIC MOVEMENTS**

PARTICULARLY ON NON-PRINCIPAL ROADS AND ADEQUATE SITE ACCESS WILL BE REQUIRED.

OTHERWISE PROPOSALS FOR SUCH USES WILL ONLY BE PERMITTED IN PROPOSED OR EXISTING INDUSTRIAL AREAS SUBJECT TO THE REQUIREMENTS OF POLICIES E1 AND E2.

Re-use of existing buildings in the countryside

- 4.55 Within the open countryside many existing buildings, particularly those not currently in use, can be re-used or adapted for new commercial or industrial uses. This could reduce the demand for new development, encourage new enterprises and provide new jobs. The Rural Development Commission offers grant assistance for properties within the Rural Development Area. However, the Council is concerned that applicants do not attempt to abuse permitted development rights by constructing a new farm building with the intention of converting it to a new use soon afterwards. Where appropriate, therefore, the Council will investigate the history of a building to establish whether it was ever used for the purpose for which it was claimed to have been built.

E6 WITHIN THE OPEN COUNTRYSIDE, PROPOSALS FOR LIGHT INDUSTRIAL, OR COMMERCIAL USE OF EXISTING BUILDINGS WILL BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:

1. **THERE SHOULD BE NO SIGNIFICANT LOSS OF RESIDENTIAL OR RURAL AMENITY, OR ADVERSE IMPACT ON THE ENVIRONMENT GENERALLY;**
2. **THE PROPOSAL SHOULD NOT LEAD TO UNACCEPTABLE TRAFFIC MOVEMENTS, PARTICULARLY BY LORRIES, ON NON PRINCIPAL ROADS;**
3. **ADEQUATE SITE ACCESS SHOULD BE AVAILABLE;**
4. **THE DESIGN OF CONVERSIONS AND EXTERNAL WORKS SHALL BE SYMPATHETIC TO THE CHARACTER OF THE BUILDING AND ITS SETTING;**
5. **BUSINESSES SHOULD PREFERABLY PROVIDE JOBS AND/OR SERVICES TO THE LOCAL COMMUNITY;**
6. **PROPOSALS TO EXPAND THESE USES WILL ONLY BE PERMITTED WHERE THEY ARE WELL RELATED TO EXISTING BUILDINGS AND DO NOT EXTEND INTO OPEN COUNTRYSIDE OR CONSTITUTE A VISUAL INTRUSION IN THE SURROUNDING LANDSCAPE;**

7. **ADEQUATE FOUL AND SURFACE WATER DRAINAGE SHOULD BE AVAILABLE.**
8. **THE RE-USE OF THE BUILDING WOULD BE UNLIKELY TO LEAD TO THE CONSTRUCTION OF A REPLACEMENT BUILDING ELSEWHERE ON THE HOLDING WHICH WOULD HAVE AN ADVERSE IMPACT ON THE LANDSCAPE.**

Working from Home

- 4.56 Businesses are often started by people in their own homes by using a room as an office or space in a garage. Technological innovations, particularly computers, are likely to increase the incidence of teleworking or working from home. These types of uses do not require planning permission when the main use of the property remains as a residential dwelling and there is no change in the overall character of the property.
- 4.57 Planning permission for working from home will be necessary if people are employed at the property or if the main use of the property is no longer that of a dwelling house. In some cases the expansion or intensification of small business uses, not originally requiring planning permission, may be sufficient to warrant planning permission becoming necessary.
- 4.58 In the majority of cases small businesses are carried out without disturbance to the occupiers of neighbouring properties. Some uses, however, such as motor vehicle repairs or taxi businesses can cause significant problems. It is important therefore to ensure that home based businesses do not create a nuisance for adjacent residents.

E7 WHERE PLANNING PERMISSION FOR THE OPERATION OF A SMALL BUSINESS FROM A RESIDENTIAL PROPERTY IS REQUIRED, PROPOSALS MAY BE PERMITTED SUBJECT TO THERE BEING NO SIGNIFICANT ADVERSE EFFECT ON THE AMENITIES OF NEARBY RESIDENTS, OR THE CHARACTER OF THE AREA CAUSED BY NOISE, HOURS OF OPERATION OR TRAFFIC GENERATION.

Hazardous Development

- 4.59 The Health and Safety Executive (HSE) has informed the Council that there are a number of notifiable installations within the Plan area. The HSE has defined a consultation zone around such sites within which it is consulted on certain types of planning applications. The sites include the gas storage tanks at Beach Industrial Estate, the route of high pressure pipelines containing natural gas between Hopton and Corton and Loddon and Hopton, and land around Bernard Matthews food processing plant at Holton. In general the HSE does not wish to see development which would increase the level of population at risk in the event of an accident occurring.
- 4.60 In the District there are a number of contaminated sites such as former waste disposal and industrial sites or areas where hazardous materials have been stored or disposed. Investigations will be necessary to establish site suitability, safety and to identify any precautions to be taken prior to development.

**E8 IN CONSIDERING PROPOSALS CONCERNING
HAZARDOUS DEVELOPMENT, DEVELOPMENT IN THE
VICINITY OF HAZARDOUS INSTALLATIONS AND THE
DEVELOPMENT OF CONTAMINATED SITES, ACCOUNT
WILL BE TAKEN OF THE AMOUNT, TYPE, LOCATION OF
HAZARDOUS SUBSTANCES PRESENT AND THE NEED FOR
SPECIAL PRECAUTIONS OR RESTRICTIONS TO PROTECT
FUTURE USERS OF THE SITE AND ANY AFFECTED LAND.**

- 4.61 Implementation - The District Council will consult the HSE, Waste Disposal Authority or other relevant organisation regarding proposals for sites covered by the above policy. Where advised that a risk to the surrounding population would be involved, controls over development or suitable precautions will be enforced.

Design and Layout of Industrial Development

- 4.62 Well designed buildings with good landscaping can make an important contribution to the image that industrial or business developments present to their customers, and how well they relate to existing buildings and the landscape. This could have benefits in helping to attract new businesses to the area, but it is also important in order to balance the need for new economic development against the need to protect the environment. In addition to the siting of buildings, the layout of new industrial development should include adequate provision for landscaping and vehicular access. Careful attention should be given to the design of new buildings. The District Council will normally expect pitched roofs and brickwork to be provided to at least first floor level. Particular attention to appearance and detailing on prominent road or site boundaries will be expected. Access will need to meet the Highway Authority's standards. Landscaping must be considered as an integral part of site layout and a detailed landscaping scheme will be required with detailed applications. New development should ensure that the amenities of nearby residents are not affected by noise or nuisance. The design and layout of industrial areas should also incorporate measures to assist boundary fencing and good lighting.

**E9 PROPOSALS FOR NEW INDUSTRIAL OR COMMERCIAL
DEVELOPMENT SHOULD :-**

- 1. ACHIEVE QUALITY IN DESIGN WITH PARTICULAR
ATTENTION TO APPEARANCE AND DETAILING ON
PROMINENT ROAD OR SITE BOUNDARIES;**
- 2. PROVIDE SAFE ACCESS AND ADEQUATE PARKING
AND MANOEUVRING SPACES FOR CARS AND
COMMERCIAL VEHICLES;**
- 3. INCLUDE COMPREHENSIVE AND EFFECTIVE
LANDSCAPING;**
- 4. ENSURE THAT THE LIVING CONDITIONS OF
NEARBY RESIDENTS ARE NOT UNDULY HARMED;**
- 5. INCORPORATE MEASURES TO ASSIST THE
PREVENTION OF CRIME.**

- 4.63 Implementation - The District Council intends to publish supplementary planning guidance on layout, design access, parking, landscaping and crime prevention. The promotion of adequate access for disabled people to all work places is also supported (Policy TR15). In addition, a document titled 'Industrial Estate Roads - Notes for the Guidance of Developers', sets out the Highway Authority's adoption standards for new roads.

Monitoring

Information will be collected on the following :-

1. Land availability statistics and rate of take-up of industrial land
2. Planning applications for small businesses
3. Planning applications relating to rural diversification

5. COMMUNICATIONS

Introduction

- 5.1 Demand for travel has increased dramatically in recent years. The DoT estimates of traffic growth up to the year 2025 range from 83-142%. There is little prospect of the road capacity being increased to match this level of growth. Even if financial resources were available, it is unlikely that the environmental effects of such a new highway programme would be acceptable.
- 5.2 Acceptance of the inability to meet full future demands and the consequent need to manage demand requires a fundamental shift in thinking. Patterns of behaviour are deeply rooted and deregulation of transport services reduces the ability of appropriate authorities to co-ordinate and integrate.
- 5.3 Land use planning can begin to influence travel patterns and consequently help the area move to a more sustainable transport future, but it will take time. Planning policies can contribute to this change in direction, for example by seeking to achieve developments which provide houses, jobs and services in close proximity. In Lowestoft, relatively large allocations of housing need to be carefully sited so they are well related to the urban form and to hopefully realise the potential of minimising car journeys and increasing the use of public transport and cycling.
- 5.4 In the more rural parts of the country, such as Waveney, reliance on the car is high and invariably there is no other mode of transport available. Market towns and villages can often be dormitory settlements and unlikely to be self contained in the sense of people living and working in the same community. Housing allocations in rural settlements, in line with Structure Plan policies, tend to be small scale in nature which means that the ability to influence travel patterns is limited.
- 5.5 A start has to be made somewhere. A critical assessment is needed of the range of options (including locational policies, priority measures, facilities for users and funding) which will have the general effect of reducing reliance on car journeys and switching to bus, rail, cycle or foot wherever this can be practically achieved. In addition, opportunities and encouragement for the carriage of freight by rail need to be explored.

National Guidance

- 5.6 The Environment White Paper acknowledges that transport contributes some 20% of our total carbon dioxide emissions, most of which come from road transport. It also welcomes the continuing widening of car ownership as an important aspect of personal freedom and choice. It does recognise, however, that public transport, where there is sufficient demand for it, will often be the most efficient transport choice.
- 5.7 Publication of the Government's UK Strategy for Sustainable Development (January 1994) both echoes and develops the White Paper. It states, "A transport policy that is compatible with sustainable development objectives is one which strikes the right balance between serving economic development and protecting the environment and future ability to sustain quality of life". The document urges local government to develop sustainable strategies for

transport and planning, to manage the demand for transport in their areas and to develop clear environmental targets.

- 5.8 PPG13 Transport (March 1994) provides advice on how local authorities should co-ordinate policies for transport and land use planning. The main aims are that policies and programmes should reduce the growth in the length and number of motorised journeys, encourage alternative means of travel which have less environmental impact and hence reduce reliance on the private car. Emphasis is placed on planning policies to achieve these aims although it is recognised that the results will develop with time.
- 5.9 Following a review of The Trunk Roads Programme in March 1994 and cuts in public spending announced in the Budget November 1995, many of the region's trunk road improvements originally envisaged in the Roads for Prosperity White Paper 1989 have now either been withdrawn or put into a longer term programme.

Regional Guidance

- 5.10 Investment in the Trunk Road Network is still seen as a key element in achieving SCEALA's development framework for the region, endorsed by the Regional Planning Guidance. SCEALA is currently reviewing the Strategy for the region taking sustainable development as its central theme. The overall philosophy of the original strategy will however have to be reconsidered in the light of PPG13 and the Roads Programme.

County Council Policies

- 5.11 The transport policies contained in Structure Plan Alteration No 3 have the following objective:
- "To seek to secure the efficient and safe movement of people and goods by promoting the effective use of all appropriate modes of transport which make efficient use of resources and minimise impact on the environment".
- 5.12 Traffic management measures are to be promoted, through traffic excluded from shopping areas, housing areas and Conservation Areas. In addition, developers will be expected to fund highway and possibly public transport improvements arising from their development proposals. The use of rail as an alternative to road freight is also to be explored.
- 5.13 The County Council as Highway Authority is responsible for transportation matters throughout the county. The Transport Policies and Programme (TPP) is the County's annual statement on Transport Policies and Programme of intended works. It provides a financial expenditure statement in the forthcoming financial year and indicates a five year programme of capital works. As part of the TPP process, the DoT encourages the preparation of 'package bids' for main towns. The Lowestoft package bid includes measures to assist public transport, pedestrians and cyclists, parking, traffic management initiatives and highway improvements. The key objectives of the Lowestoft Package Bid 1996/97 are :-
- a. To assist economic regeneration of the town and maintain the viability and vitality of the town centre;
 - b. To enable individuals to make safe, sensible and sustainable choices about the way they travel in and around Lowestoft;

- c. To increase the proportion of journeys undertaken using modes of transport other than private cars;
 - d. To encourage the movement of goods by rail and water;
 - e. To improve road safety particularly for vulnerable road users;
 - f. To reduce congestion and pollution in the town;
 - g. To reduce the penetration of extraneous traffic in residential areas.
- 5.14 The Secretary of State determines the appropriate level of Transport Supplementary Grant Support for the County's programmes. Expenditure on Trunk Roads is determined by the Department of Transport.
- 5.15 The County Council has also produced a Public Transport Plan. Whilst not a formal submission to the DoT, it will be used to draw the Department's attention to the current and potential future role of public transport in Suffolk.

Local Issues

- 5.16 A study for the District Council by the University of East Anglia (UEA) in 1987 highlighted a perception of remoteness of the area as one of the main stumbling blocks to economic development. Against this background the Council has generally supported improvements to both external and internal links which enable the Waveney area to overcome this remoteness and to compete more equitably.
- 5.17 In 1990 following extensive study, the DoT had adopted a preferred route for the A12 Lowestoft Relief Road aimed at not only relieving existing congestion but also providing a much needed third crossing of Lake Lothing. Referred to in the Roads Programme March 1994 as the A12 Kessingland-Pleasurewood Improvement, this particular scheme was relegated to a longer term category in terms of priorities. Following cutbacks in public expenditure announced in the Budget, November 1995, the Government withdrew this scheme altogether. However, in February 1996 Suffolk County Council, as Local Highway Authority, resolved to protect the majority of this route.
- 5.18 There is, in addition, a longstanding proposal for a Carlton Colville bypass. It is included in the TPP but not yet programmed. As currently proposed, it not only provides a bypass but also an effective link to the A146 Beccles bypass at Worlingham.
- 5.19 Whilst recognising the benefits to be gained the Council would wish to ensure that in any proposed road building scheme, environmental damage is minimised and adequate provision is made for pedestrians and cyclists.
- 5.20 The rural area of Waveney is characterised by its relative remoteness from major centres of population. The four market towns stand out as foci for transport links. The A143 Waveney Valley route which straddles the Norfolk/Suffolk border and provides a link westward to Scole, A140 and the A14 is gradually being improved. The Broome by-pass is programmed for 1998/9. The A144 and A145 provide links with the A12 for Halesworth and Bungay, and for Beccles respectively.

- 5.21 The Plan area is bisected by the East Suffolk Railway line which provides a link between Lowestoft and Ipswich and Inter City connections. There are stations at Oulton Broad South, Beccles, Brampton and Halesworth. There is also a rail link from Lowestoft to Norwich with stations at Oulton Broad North and Somerleyton. Both rail links provide connections to Intercity and Cross Country services. Approximately 30% of householders in Waveney have no car and 11.5% cycle to work.
- 5.22 As part of its overall highway responsibilities, the County Council will, from time to time, undertake a review of traffic problems and in particular parking restrictions in the market towns.
- 5.23 Lowestoft is the United Kingdom's most easterly port and occupies a strategic position opposite its continental equivalents. The port is home to a major fishing fleet of 100 vessels and over 50 rig support vessels. About 6000 people are employed in port related activities including fishing, shipbuilding, offshore fabrication and supply. Lowestoft (along with Great Yarmouth) is one of only a small number of ports not directly served by a dual carriageway.

Objectives

- 1. To ensure as far as possible that road improvements are carried out in such a way as to minimise environmental impact (TR1).**
- 2. To promote and encourage means of transport which are environmentally friendly and accessible to those without cars (TR8,9).**
- 3. To support the proposed improvements to the primary route network, to reduce congestion and to improve Lowestoft's accessibility (TR1).**
- 4. To consider the needs of disabled people and in particular promoting accessibility in all developments (TR15).**
- 5. To promote the safe movement of cyclists and pedestrians (TR2, TR10-14).**
- 6. To undertake traffic management and environmental improvement measures to ensure the free and safe flow of traffic and the accessibility of pedestrians and cyclists (TR2).**

Policies and Proposals

Trunk Road Schemes

- 5.24 Following a review of the Roads Programme in March 1994, the Department of Transport proposed to improve the A12 between Martlesham and Saxmundham to dual carriageway standard and also a section between Kessingland and Pleasurewood (including the A12 Lowestoft Relief Road). A scheme to dual the A12 between Saxmundham and Kessingland was withdrawn and replaced by a series of local schemes for separate single carriageway bypasses for the villages of Yoxford, Blythburgh and Wrentham.
- 5.25 In the November 1995 Budget, the Government announced further expenditure cutbacks significantly affecting the Trunk Road Programme in Waveney. The A12 Kessingland to Pleasurewood Improvement scheme was withdrawn as was the Blythburgh bypass. The only remaining programmed Trunk Road Scheme in the District is the Wrentham bypass which has been placed in a longer term category and is unlikely to be constructed during the Plan period.
- 5.26 In January 1996, the Highways Agency revoked the route protection of the A12 between Saxmundham and the Pakefield roundabout to the south of Lowestoft.

Wrentham Bypass

- 5.27 Alternative options for bypassing Wrentham on its western fringes were published for consultation purposes in June 1993. The present proposal involves a single carriageway scheme, but no preferred route has been identified. Whilst the scheme remains within the current programme it has been placed into a longer term category.
- 5.28 The Council has generally supported upgrading of the A12 in view of the likely economic benefits to be gained from construction and as a consequence its role in overcoming remoteness. The Council however is mindful of the environmental impact of road schemes. In the case of the Wrentham bypass, the Council would wish to ensure that any scheme :-
- a. makes adequate provision for pedestrians and cyclists as an integral part of the scheme;
 - b. minimises environmental impact on the landscape of the AONB. In particular, great care will be required due to the sensitive nature of the Hundred Valley and Benacre Park.

A12 South Lowestoft Relief Road / Northern Spine Road

- 5.29 For many years the solution to traffic problems in Lowestoft was seen to be a third crossing of the harbour (in addition to Mutford Bridge at Oulton Broad and the existing bascule bridge) linked with a new spine road to relieve the existing A12 which runs through the heart of the town.
- 5.30 There is serious congestion in the vicinity of the existing two crossings at peak periods. The bascule bridge opens on average 12 times a day exacerbating problems at peak times and in the summer. There has been a steady growth in traffic in the town in recent years and this looks set to continue. Whilst some measures to ameliorate local problems have been introduced - a tidal flow system and a voluntary arrangement limiting shipping movements at peak times - the problems will become more acute unless something more fundamental is done.

- 5.31 In November 1990 following a brief period of consultation, the Department of Transport issued the preferred route for a five mile length of dual carriageway known as the A12 Lowestoft Relief Road. This was proposed to run from the roundabout at Pakefield along Bloodmoor Road, then follow the route of the previously protected South Lowestoft Relief Road giving a mid-point crossing of Lake Lothing and linking onto the Northern Spine Road, the southern part of which has already been constructed by the private sector as a single carriageway. The preferred route followed the line of the spine road to join the existing A12 (Yarmouth Road) at the southern end of the Hopton bypass.
- 5.32 Whilst the DoT withdrew this proposal from the Trunk Road Programme in 1995, the majority of the route, the South Lowestoft Relief Road and Northern Spine Road Schemes are protected by Suffolk County Council. This protection, however, does not include either the third crossing or the stretch along Bloodmoor Road. The District Council still believes that a third harbour crossing at some point across Lake Lothing will be necessary in the future.
- 5.33 Whilst the Council supports the construction of these schemes in principle, it is also concerned that the environmental impact is minimised. The Council would wish that Suffolk County Council took into account the following issues when designing the detailed routes:-
- an Environmental Impact Assessment is undertaken;
 - the County Council consider the whole corridor in which the road will run, not just the immediate land necessary for construction of the road;
 - the County Council is requested to replace any open space that is lost;
 - provision for cyclists and pedestrians be made over the whole route;
 - the need to retain and protect existing crossing links/facilities, particularly for pedestrians and cyclists, so as to avoid their severance by the road's construction;
 - the Council's noise standard should be achieved within existing dwellings along the route.

Principal Road Schemes

- 5.34 A146 Barnby - Carlton Colville Bypass - A bypass for Carlton Colville was proposed in the Lowestoft Town Map 1971. The scheme is intended to provide a dual carriageway link with the South Lowestoft Relief Road at Bloodmoor Road, provide a bypass for Carlton Colville and run parallel with the existing Barnby bypass to the Worlingham roundabout. A highway corridor is being protected but fairly rapid progress has been made on route design resulting in a planning application in September 1993. The first phase of the route from Worlingham to Chapel Road remains within the TPP but not programmed. It is hoped that a single carriageway within the second phase from Lowestoft Road to Chapel Road will be constructed in association with the Carlton Hall housing development (Policy H6.4).

TR1 THE COUNCIL WILL SAFEGUARD FROM DEVELOPMENT THE FOLLOWING ROUTES OF SCHEMES WHICH WILL BE CONSTRUCTED BY SUFFOLK COUNTY COUNCIL AS LOCAL HIGHWAY AUTHORITY:

1.1 A12 SOUTH LOWESTOFT RELIEF ROAD

1.2 A12 NORTHERN SPINE ROAD**1.3 A146 BARNBY - CARLTON COLVILLE BYPASS
(Highway Corridor)**

5.35 Implementation - By Suffolk County Council as Local Highway Authority.

Bungay Bypass A144

5.36 The A143 Bungay (East-West) bypass, opened in 1983, gives no benefit to traffic approaching the A144 from the south which has to negotiate narrow streets through the town centre. In October 1993 the County Council reported on the results of a study, which amongst other things, assessed the need for a north-south bypass. The report concluded that due to most traffic movements being internally generated the level of traffic likely to use such a bypass was low. As a result it considered that present problems in the town centre could be dealt with through a combination of traffic management and parking changes. Finally, having recorded the Special Landscape designation of the Waveney river valley, the report expressed the view that there could be considerable resistance to the construction of such a proposal because of its adverse environmental impact. Despite the conclusions of the report the scheme remains within the TPP, albeit not programmed. It is also identified as a medium term proposal in Alteration No3 and has the support of the District Council. Further studies and public consultation are anticipated.

Abandoned Road Schemes

- 5.37 Previous road schemes which had been safeguarded but which have now been abandoned by the Highway Authority or Highways Agency include :-
- a. A144 Halesworth Relief Road - Blyth Road link (Halesworth Relief Road Extension)
 - b. Gosford Road - Peddars Lane link, Beccles
 - c. A12 Wrentham by-pass (Suffolk County Council Scheme 1985)
 - d. A12 Saxmundham to Pakefield (on-line protection)

Local Road System

- 5.38 The existing road system both in Lowestoft and the market towns was developed when there were fewer cars. Traffic in market towns, particularly Beccles and Bungay, not only leads to congestion but can also have a detrimental effect on the historic core. In the case of Halesworth construction of the Relief Road has not only diverted traffic from the town centre, but has also enabled pedestrianisation of The Thoroughfare. In Southwold, congestion is apparent particularly in the peak summer season and at most weekends throughout the year.
- 5.39 In Lowestoft detailed studies will be required to consider the opportunities for traffic management. Areas for investigation include :-
- a. main links to the town centre;
 - b. the potential pedestrianisation of Station Square;
 - c. the potential for pedestrian priority measures in London Road South / Marine Parade;
 - d. traffic flows over the A12 bascule bridge;
 - e. other links to the A12 so as to avoid 'rat runs'.
- 5.40 A replacement road bridge has recently been constructed at Mutford Lock. This is helping to ease the flow of traffic through Oulton Broad. To complement this scheme, the County Council is considering ways in which localised improvements can be made, particularly on Bridge Road North. This would encompass the problems of the substandard Harbour Road junction and whether or not an option exists to reach land to the east of the railway by other means. Environmental improvement schemes can also take place in accordance with the overall ideas put forward in the Oulton Broad Study (October 1991).
- 5.41 In accordance with Structure Plan policy but also for environmental reasons, the general thrust of both land use and transport policy has been to take traffic away from town centres and shopping areas. Whilst the Council would still wish to support this policy approach, considerable local debate will be necessary where such schemes are proposed to be introduced so that the environmental and economic issues are fully aired. The kind of areas where traffic calming measures could be applied includes appropriate residential areas, industrial areas, town centres and school sites. Opportunities to include crime prevention measures should also be taken.

Traffic Calming

- 5.42 'Traffic calming' refers to schemes which have speed reduction as their objective. Traffic calming deliberately sets out to reduce speed and improve pedestrian priorities, which reduces casualties and promotes a better and safer environment for pedestrians and children. Traffic calming measures could include speed bumps and 20mph zones.

- 5.43 Support for such traffic calming measures is now gaining considerable support particularly since the passage of the Traffic Calming Act 1992. Design Bulletin 32 gives further guidance on the design and layout of residential roads and footpaths. The emphasis on road safety measures has also been interpreted locally by the Suffolk Design Guide which provides guidance on speed restraint measures for new housing areas.

Speed Restrictions

- 5.44 In the villages and settlements in the rural areas the speed at which vehicles travel, in what is perceived as a built up area, is invariably a cause of complaint. Reducing the speed of traffic can assist road safety and improve the living conditions of local residents. The DoT has recently issued revised advice to Highway Authorities on the setting of speed limits. Amongst other things it is no longer necessary to demonstrate a poor accident record and a more flexible approach can be taken on the previous principle that a speed limit should not be shorter than half a mile in length. The County Council has also launched an initiative for the introduction of 30 mph speed limits in all villages unless there is an exceptional reason to justify a higher limit.

Heavy Goods Vehicles

- 5.45 Heavy goods vehicles using inappropriate country lanes are causes of complaint. Controls on lorry routes can help to minimise the problem of noise, vibration and pollution and also ease the problem of through traffic in residential areas. Proposals for heavy goods vehicle routes are likely to be assessed against the Lorry Management Plan which the County Council is currently preparing.

TR2 THE DISTRICT COUNCIL, WITH THE COUNTY COUNCIL WILL:

- 1. MAKE PROVISION FOR THE MANAGEMENT OF TRAFFIC AND ENVIRONMENTAL IMPROVEMENT SCHEMES;**
- 2. CONSIDER SPEED RESTRICTION MEASURES FOR APPROPRIATE VILLAGES;**
- 3. INVESTIGATE THE NEED TO INTRODUCE NEW, OR MODIFY EXISTING, HEAVY GOODS VEHICLE ROUTES.**

- 5.46 Implementation - Liaison with Suffolk County Council as Highway Authority.

Lorry Parks

- 5.47 Overnight lorry parking in housing areas can cause considerable problems for nearby residents. With so much freight carried by road, the need for lorry parks is generally accepted but their location should be carefully considered.

TR3 PROPOSALS FOR THE PROVISION OF LORRY PARKS SHOULD BE IN ACCORDANCE WITH THE FOLLOWING CRITERIA:

1. **SHOULD NOT BE LOCATED IN THE OPEN COUNTRYSIDE;**
2. **BE WELL RELATED TO THE PRINCIPAL ROAD NETWORK;**
3. **BE ACCEPTABLE ON HIGHWAY ACCESS GROUNDS, NOT DETRIMENTAL TO RESIDENTIAL AMENITY AND CAUSE NO OVERRIDING ENVIRONMENTAL PROBLEMS.**

Roadside Facilities

- 5.48 Where roadside facilities are felt to be necessary, it is considered that they should be well related to an existing settlement, certainly not within the open countryside and preferably located on a principal road. Proposals should also provide adequate foul and surface water drainage facilities so as to prevent an adverse effect on the environment beyond the site.

TR4 PROPOSALS FOR ROADSIDE FACILITIES (INCLUDING PETROL FILLING STATIONS AND REFRESHMENT AND ACCOMMODATION SERVICES) WILL NOT BE PERMITTED UNLESS THE SITE IS WELL RELATED TO THE BUILT FORM OF A SETTLEMENT AND IS ON A PRINCIPAL ROAD.

Highway Access

- 5.49 New development involving new estate roads or the creation of a new access should be undertaken in accordance with the latest highway standards published by the Highway Authority.

TR5 THE CREATION OF NEW ROADS AND ACCESSES WILL BE IN ACCORDANCE WITH THE HIGHWAY AUTHORITY'S STANDARDS.

- 5.50 Implementation - Through development control powers although any discretion rests with the Highway Authority.

Parking Standards

- 5.51 The provision of adequate parking spaces for proposed developments will be a material consideration in the determination of planning applications.

TR6 PROPOSALS FOR DEVELOPMENT SHOULD CONFORM WITH THE COUNCIL'S ADOPTED PARKING STANDARDS.

- 5.52 Implementation - Reference is made to the District Council's Car Parking Standards (Appendix 6).

Commuted Car Parking Policy

- 5.53 The District Council will normally expect that all new developments within the town centres of Lowestoft and the four market towns should contain the minimum number of parking spaces in accordance with Policy TR6 above. If the absence of provision on site would lead

to significant road safety or traffic management implications, the applicant will be expected to enter a planning obligation to ensure that any shortfall is met off site. This would normally involve a financial contribution to enable car parking proposals to be implemented. In certain circumstances the Council may consider it more appropriate to seek contributions to assist travel to the development by public transport, on foot or bicycle.

- 5.54 Within the Plan area outstanding parking proposals remain in Beccles and Lowestoft. Therefore, this policy will operate for all appropriate developments within Lowestoft and Beccles Town Centres as defined on the Proposals Maps.

TR7 PROPOSALS FOR ALL TYPES OF NEW DEVELOPMENT WITHIN LOWESTOFT AND BECCLES TOWN CENTRE (SHO2) WILL BE REQUIRED TO MAKE PROVISION FOR VEHICULAR PARKING IN ACCORDANCE WITH POLICY TR6. IN CASES WHERE ESSENTIAL PROVISION CANNOT BE MADE ON SITE, THE APPLICANT WILL BE EXPECTED TO ENTER INTO A PLANNING OBLIGATION TO ENSURE THAT THE REQUIRED SHORTFALL IS MET OFF SITE. ALTERNATIVELY, IN CERTAIN CIRCUMSTANCES, MEASURES TO ASSIST PUBLIC TRANSPORT, WALKING OR CYCLING WILL BE EXPECTED.

- 5.55 Implementation - The Commuted Payments Scheme will apply to commercial and residential development within the Use Classes A1-A3, B1, B2, B8, C1, C2, D1 and D2 as defined in the Use Classes Order 1987 as amended.

Public Transport

- 5.56 The East Suffolk railway line and Lowestoft-Norwich line carry large numbers of people at peak times. "Sprinter Trains" have recently been introduced. Suffolk County Council and Waveney District Council have consistently stressed the importance of the East Suffolk Line in helping to overcome Waveney's geographical isolation. As well as providing a fundamental rail service, the Train Operating Unit is promoting the route as a tourist line. Through its participation in the Suffolk Rail Policy Group, the Council has endorsed the concept of a strategic rail plan for Suffolk. The Policy Group, in conjunction with Railtrack and The Train Operating Units, is proceeding with a number of suggested improvements. These include provision of better passenger information and access improvements to and within station sites.
- 5.57 Also of particular importance to communications in Waveney is the railway line between Lowestoft and Norwich. The Norfolk Rail Policy Group upon which Waveney is represented is a similar consortium to its Suffolk counterpart. It meets regularly to discuss items of common concern regarding rail routes in Norfolk and their links with the national network.
- 5.58 During the 1990s we are likely to see a greater emphasis being placed on public transport as a more energy efficient and environmentally friendly means of transporting people from place to place than the private car. The Council, through the implementation of the Environmental Charter, is keen to re-examine transport priorities in the District.

- 5.59 Local public transport is important for those without access to a car, particularly the young and the elderly. A convenient bus service is therefore desirable. In the context of a Local Plan this can best be achieved by seeking to provide convenient access to the places people wish to visit and by taking the needs of bus users into account in the design of new housing areas. There is an ongoing dialogue between the Council and bus operators to ensure that facilities for public transport are improved. Improved facilities could include the installation of seats in bus shelters, the use of bus lanes or making public transport more accessible for disabled people.
- 5.60 Local bus services can link the smaller villages with each other and with both market towns and regional shopping centres. Many of these are provided under contract by the County Council which provides the necessary subsidy. A concessionary travel scheme provides half fare bus travel throughout Suffolk for people who are elderly or disabled.
- 5.61 The role of the voluntary sector in the provision of transport services is not insubstantial. Not only does it run minibuses for specific groups of people, but also volunteers may run hospital car schemes and DIAL-A-RIDE services for disabled people. The Waveney Community Minibus operates on a number of routes in 'The Saints'. Many of these rely heavily on Local Authority funding.
- 5.62 The Council would clearly wish to encourage greater use of public transport in the Plan area in accordance with the Government's environmental policies and those set out in the County Council's Public Transport Plan. Co-ordination of public transport is hindered by deregulation of bus services and the privatisation of British Rail. The ability of the Council to subsidise unprofitable routes for social purposes is also limited by constraints on local authority finance. Encouragement of the use of public transport for its energy efficiency however still remains a desirable objective.

TR8 IN CONJUNCTION WITH THE COUNTY COUNCIL AND PUBLIC TRANSPORT OPERATORS, THE DISTRICT COUNCIL WILL SEEK TO ENCOURAGE THE PROVISION OF A MORE COMPREHENSIVE AND EFFICIENT PUBLIC TRANSPORT SYSTEM AND WILL ENHANCE FACILITIES FOR PASSENGERS.

- 5.63 Implementation - Liaison with the County Council and public transport operators.

Interchange Facilities

- 5.64 The introduction, at convenient points on the transport network, of interchange facilities for easy transfer from one mode of transport to another is seen as one way of encouraging wider use of alternatives to the car, e.g. park and ride facilities in urban areas. At the more local level the opportunity can be taken to integrate the ease of use of buses, cycles, cars and trains particularly at stations. Provision might also be made, for example, for secure enclosed cycle parking at bus and rail stations.

TR9 THE COUNCIL WILL ENCOURAGE THE GREATER USE OF THE OPPORTUNITIES PROVIDED, PARTICULARLY AT RAILWAY STATIONS, FOR THE INTERCHANGE OF FACILITIES BETWEEN CYCLES, CARS, BUSES AND TRAINS.

- 5.65 Implementation - Liaison with the County Council and different transport operators.

Cycling

- 5.66 The Waveney area is generally a good place for cycling. Not only do people use their bikes to ride to work but there is easy access to the open countryside for recreational cycling. There has also been a general revival of interest in cycling as a healthy form of exercise.
- 5.67 The Council's Environmental Charter recognises that unnecessary road traffic imposes threats both to safety and the environment, together with the economic costs and frustration of traffic congestion. Cyclists along with pedestrians are vulnerable to the risk of accidents and this in itself can deter people from cycling. To encourage more cycling the Council has adopted cycling policies for Waveney (May 1992).

The Cycle Route Network in Lowestoft

- 5.68 The main destinations for cyclists are the town centre, main employment areas (at South Lowestoft and Beach Industrial Estate and around Lake Lothing) sports facilities and the middle and high schools. Studies have shown that encouragement of cycling depends on the development of comprehensive networks offering continuous linked cycle routes to these sort of destinations from areas where people live. Within Lowestoft the network consists of a hierarchy of :-

Strategic routes - at intervals of about 500 metres
 District routes - at intervals of about 200-300 metres
 Neighbourhood routes - at intervals of about 100 metres

- 5.69 Strategic routes should be fast, direct routes with favourable treatment at main road junctions (on separate cycle tracks, alongside or on main roads, or on them where no alternative exists). Connecting the strategic routes would be more closely spaced district routes (on general roads or separate cycle tracks) and neighbourhood routes (usually on existing minor roads and which would especially benefit from the removal of 'rat running' and the implementation of traffic calming). A number of cycling schemes have been completed since 1985, with further schemes proposed and additional routes currently being investigated to complete the Cycle Network. Every opportunity will be taken to incorporate cycling routes within other schemes such as the South Lowestoft Relief Road, Northern Spine Road and the Carlton Colville bypass. Where traffic regulation orders or traffic calming schemes are carried out, these will not normally restrict cyclists.

TR10 THE FOLLOWING ROUTES WILL BE DEVELOPED AS CYCLEWAY ROUTES :

- 10.1 PAKEFIELD PARK (cycle tracks parallel existing footpaths)**
- 10.2 THE NORTH RAILWAY CUTTING (shared footpath/cycle route and linear park)**
- 10.3 A12 KATWIJK WAY/JUBILEE WAY CORRIDOR (cycle route based on Raglan Street plus signalled crossing of the A12)**
- 10.4 LINKS CLOSE TO LAXFIELD WAY (shared path connecting Long Road and Love Lane)**

10.5 MUTFORD BRIDGE TO NORMANSTON PARK (in parallel with footpath 21) AND TO ROTTERDAM ROAD

10.6 SOUTH SIDE RAILWAY PHASE 4 (cycle track between John Street and Belvedere Road)

10.7 ROSEDALE PARK PHASE 2 (Broadwaters Road to Ashburnham Way)

- 5.69 Implementation - The above routes will be implemented with funding from the District Council, Suffolk County Council and DoT as appropriate.

Other Cycle Routes

- 5.70 The County Council is proposing a Circular Cycle Route around the County which takes in areas of interest in Waveney. Recreational routes in Waveney could be linked to this proposal.

Cycle Facilities in New Developments

- 5.71 Major developments, particularly on greenfield sites offer the opportunity to provide cycle routes in accordance with the Cycling Policies. Developers will be expected to make appropriate provision for cyclists within relevant developments. Cycle parking and storage facilities will also be required to serve new dwellings, groups of shops and places of employment. The Council will expect developers to provide cycle parking at these locations and will itself provide and encourage others to provide cycle parking in town centres, public institutions, leisure sites, transport interchanges and schools.

TR11 ALL APPROPRIATE NEW HOUSING DEVELOPMENTS WILL BE EXPECTED TO INCORPORATE PROVISION FOR CYCLISTS AND TO MAKE THIS AN INTEGRAL PART OF THE DESIGN AND LAYOUT OF THE DEVELOPMENT.

TR12 PROPOSALS FOR DEVELOPMENT WHICH ARE LIKELY TO RESULT IN A SIGNIFICANT NUMBER OF CYCLISTS CALLING AT THE SITE SHOULD INCLUDE FACILITIES FOR CYCLE PARKING.

- 5.72 Implementation - 'Cycling Policies for Waveney' set out guidance for cycle parking standards. Appropriate developments will be expected to make provision in accordance with these guidelines.

Pedestrians

- 5.73 Everyone, whatever their mode of transport, becomes a pedestrian at their journey's end. Whilst car ownership has risen considerably, 30% of all households in Waveney still have no car. It should be possible for people on foot to move quickly and conveniently and not be put at risk or delayed to suit the convenience of other forms of traffic.

- 5.74 The needs of pedestrians require further promotion and a higher priority at the design stage of most developments. It will be necessary, for instance, to ensure that existing footpaths are retained or reinstated within development sites or where affected by road proposals and that new footpath links are provided where necessary. Recreational walking is also important in the District. The Angles Way following the Waveney Valley, is one long distance path in operation. In the context of work within the AONB Management Plan a Suffolk Coast Path is likely to be created. It is hoped that in the long term these routes will form part of a Waveney Way long distance circular path around the District. Parish Councils have also created recreational routes e.g. Bigod Way, Saints Way. The Council's Footpaths Officer is in the process of devising a programme of circular walks.

TR13 ALL NEW DEVELOPMENTS WILL TAKE INTO ACCOUNT THE NEED TO CREATE A SAFE AND CONVENIENT ENVIRONMENT FOR PEDESTRIANS.

TR14 EXISTING FOOTPATHS WILL BE RETAINED OR REINSTATED WITHIN DEVELOPMENT SITES OR WHERE AFFECTED BY ROAD PROPOSALS.

Accessibility and Needs of Disabled People

- 5.75 A national survey by OPCS (Prevalence of Disability Amongst Adults, Report 1, HMSO 1988) found that 14% of all adults have at least one disability and most of the rest of us will experience reduced levels of mobility in later life. As a result, difficulties in gaining access to places of employment or education and a whole range of premises and places where the public are attracted, have restricted the quality of life and opportunities available to a large section of the population. Changing attitudes toward close integration of disabled persons in society and the effects of an ageing population have led to widespread acceptance that access to new and existing buildings should be designed or modified to take account of the needs of the less mobile.
- 5.76 Developers are urged to consider access for everyone, including disabled people, elderly people, and those with young children, prams and pushchairs. The provision of access for disabled people to most public buildings (including shops, offices, industrial premises, educational establishments, institutions and leisure buildings) is subject to statutory control under the Building Regulations 1991 (SI 1991 No 2768). The treatment of spaces around buildings is also of importance, and there may be justified grounds to secure appropriate access arrangements for disabled people by planning conditions. Where planning permission is required, the Council will normally expect convenient access to, within, or on the approaches to buildings and places where the public would be attracted, together with convenient and suitable parking spaces, toilet provision and signposting.
- 5.77 Advice is also available on the modifications which can be made to existing buildings to improve access and facilities for disabled people. Policies which seek to provide accessible and mobility housing are included elsewhere in the Plan (Policy H5).
- 5.78 To achieve safe and convenient access, care will need to be given at an early stage in the design of roads, footpaths, parking and pedestrian areas to take account of the requirements of persons suffering from different types of disability. This will involve dropped crossings which provide access for wheelchairs (as well as prams and pushchairs) with textured surfaces, tactile or audible signals at road crossing points to assist the blind, whilst deaf

people will be assisted by good signing and visibility at road crossings. The design of pedestrianised areas needs special thought, as many of the normal waymarks used by people with visual or hearing impairments to orientate themselves (kerbs, traffic noise etc) are not present.

**TR15 WHEN CONSIDERING PROPOSALS FOR NEW
BUILDINGS, ACCESS ROADS, FOOTWAYS, PARKING AND
PEDESTRIANISATION OR PEDESTRIAN PRIORITY
SCHEMES, THE DISTRICT COUNCIL WILL SEEK TO
NEGOTIATE AN ACCESSIBLE ENVIRONMENT FOR
EVERYONE - INCLUDING ACCESS FACILITIES FOR
DISABLED PEOPLE WHERE APPROPRIATE.**

- 5.79 Implementation - Improvement of access for disabled people under the planning system will depend on encouragement of good practice, which will be most effective if carried out at the earliest possible stage of design. The District Council's Access Officer is willing to advise on how both new designs and existing buildings can be adapted to meet the requirements of disabled people. In appropriate cases, planning conditions will be attached or legal agreements sought relating to facilities and access for disabled people. Access requirements for public buildings are controlled under the Building Regulations and street design through adoption agreements with Suffolk County Council as Highway Authority.
- 5.80 The appointment of an Access Officer (funded jointly by Waveney, Great Yarmouth Borough and the Area Health Authority) and the adoption of a corporate access policy by the Council are seen as major steps forward in ensuring that disabled peoples' interests receive consideration in the planning of all new areas of development. Whilst it is recognised that not all the access improvements will be carried out overnight, the Council's access strategy proposes a review of all Council buildings as well as a number of other initiatives (such as "shopmobility", accessible parking and public transport) aimed at improving access for disabled people as part of an ongoing process.

Monitoring

Information will be collected on the following :-

1. Traffic management schemes
2. Provision of facilities for cyclists
3. Retention of footpaths in development proposals
4. Planning applications where commuted payments apply
5. Number of new speed limit schemes

6. SHOPPING AND TOWN CENTRES

Introduction

- 6.1 Retailing is a dynamic industry which can often be an index of the state of the local economy. The retail scene has gone through considerable change in recent years with the trend away from town centres to out-of-town locations. The function and role of town centres has changed in response to these trends. In general terms it is likely that the numbers of retail outlets in town centres will decline and there will be a greater presence of specialist shops. In the immediate future it is anticipated that many national retailers may still be consolidating their larger branches in regional or out-of-town centres to the detriment of smaller branches elsewhere. This situation may, however, be reversed during the next cycle of high consumer spending. There is some indication that major retailers are now putting the spotlight on lower order centres. For the time being, however, it is likely that those having to use town centres will be more disadvantaged than those who are more mobile and have access to out-of-town locations. Even the market towns of rural Waveney have not been immune to these trends.

National Guidance

- 6.2 A revised PPG6 on Town Centres and Retail Developments was published in June 1996. It stresses the need for an appropriate balance between town centres and out-of-town development. Whilst it recognises that most out-of-town retail development has fulfilled a valuable function, it also notes the need to retain the quality of town centres through the diversification of uses, tackling traffic congestion and good management. Whilst commercial competition is not a land use consideration, the impact of a retail proposal on the vitality and viability of a town centre is. For instance, an application for an out-of-town food superstore may well threaten a town centre food store, the closure of which would be detrimental to certain people in society, especially the less mobile. The range and choice of shops in the town centre would be subsequently reduced. Local Planning Authorities are encouraged to weigh the benefits to the public of the proposed development against its economic, social and environmental impacts.

Regional Guidance

- 6.3 Regional Guidance suggests that existing town centres will continue to be the major focus for the social and economic life of communities. It suggests that Local Plan and County Structure Plan policies should seek to increase the "vitality and diversity" of town centres as well as their overall attractiveness, whilst acknowledging that retailing methods have changed over the past decade.

Structure Plan Guidance

- 6.4 The Structure Plan recognises town centres as being established shopping locations offering a full range of shopping, service, cultural, recreational and residential uses. As such, Structure Plan policies seek to locate major shopping developments within town centres, although it is acknowledged that if space is not available then off-centre sites can be considered. The Structure Plan also advocates the need to improve the environment of town centres as well as their accessibility and parking.
- 6.5 Secondary or more localised shopping centres play an important role in meeting the needs of suburban areas or villages, particularly for those without access to a car. Indeed the Structure

Plan supports the provision of local shops within new residential developments or within local villages whose needs cannot be fully met by other facilities within the area.

Local Issues and Local Plan Objectives

- 6.6 Lowestoft is the largest provider of shopping facilities within the District, with the other market towns offering a more localised service. It will be of continued importance to encourage an influx of new retailing in order to maintain the town's prominence as a sub-regional centre. Over the past decade the town has increased its shopping status, but in a constantly changing retail environment Lowestoft cannot afford to be complacent. Pedestrianisation of London Road North and the opening of the Britten Centre have been factors in enhancing the town centre's popularity but constant vigilance of and reaction to retailing trends will be necessary to ensure the town centre's attractiveness is maintained.
- 6.7 Whilst Lowestoft's status will continue as a day to day shopping centre, meeting the immediate needs of its residents, the implication of the out-of-town trend is that the town centre will be forced to concentrate on its role as a 'comparison' shopping centre. Lowestoft still needs to maintain its competitiveness as a shopping area. It is considered that one way of achieving this is by a co-ordinated programme of environmental improvements and exploration of the opportunities presented by tourism and leisure developments. This approach would apply to the town centre, secondary shopping areas, and local shopping areas such as the Terminus at Pakefield and the shopping parades at Westwood Avenue/Snape Drive.
- 6.8 The four market towns of Beccles, Bungay, Halesworth and Southwold are not dissimilar in the range of shops and services offered. Each town serves a predominantly rural hinterland which contains few other facilities and as a consequence each town centre contains a wide range of services and facilities.
- 6.9 The towns suffer economic and physical constraints common to small historic towns. The effects of recession have put pressure on the market towns and led to empty shop premises. It is the policy of the Local Plan to maintain the vitality and viability of each market town. This can involve environmental improvements, upgrading car parking facilities, improving access to shopping areas, rationalising traffic movement and ensuring that the overall standard of the shopping environment is both enhanced and protected. Successful pedestrianisation schemes have taken place in the Thoroughfare, Halesworth and Sheepgate, Beccles.
- 6.10 The village shop/post office plays an important role in the local community. Planning applications for new village shops, provided they meet standard development control criteria, will be supported.

Objectives

- 1. To create safe and attractive shopping environments.**
- 2. To encourage new retail investment within the town centres of Lowestoft, Beccles, Bungay, Halesworth and Southwold to meet existing and future needs.**
- 3. To encourage a high standard of design for all retail developments.**
- 4. To promote an appropriate range and choice of shopping facilities and other services within the District.**
- 5. To promote a suitable range of entertainment and leisure uses within town centres.**

Policies and Proposals

Town Centres

- 6.11 The town centres of Lowestoft, Beccles, Bungay, Halesworth and Southwold each provide a variety of shops and services with regular market days. Town centres represent the most appropriate locations for the majority of shopping proposals. A central location acts as a social focus and serves all sections of the community equally. Existing infrastructure and public transport links are also in place to serve town centres. The local economy therefore relies heavily on the prosperity of town centres although not all major shopping proposals may be capable of finding space and location within town centres. Specific policies relating to each town centre are covered within the individual town chapters but the following descriptions of each town centre (as of summer 1996) gives a flavour of the character and potential problems which are found within each town.

SHOPPING PROFILES

Lowestoft

The central shopping area of Lowestoft is located in London Road North and within the Britten Centre both of which are in the main pedestrianised area, although crossed in part by Surrey Street, Gordon Road and Regent Road. Pedestrianisation has created a user-friendly environment and a safe, convenient place to shop. However, the town centre is more than just a shopping area, it also represents an important social reference point for the community. A variety of leisure uses including entertainment, recreation uses and restaurants would help to enliven the town centre as a meeting place, particularly in the evening. Construction of the South Lowestoft Relief Road should provide opportunities to investigate appropriate environmental enhancement measures along London Road South. There are out-of-town food stores on both the northern and southern peripheries of the town and a retail park at North Quay.

Beccles

Beccles has approximately 185 shops and service businesses within its town centre. The largest shops are the Co-Op Rainbow store, Somerfield and a number of other national multiples. Beccles is also served by a Safeway superstore on George Westwood Way. The main shopping streets are all within the Beccles Conservation Area which contains a number of listed buildings. The main shopping area and focal point of the town centre is New Market where the availability of car parking and a weekly market (Fridays) adds to its popularity. To the south, town centre shops extend along Blyburgate and Hungate, whilst to the north they extend along Smallgate and The Walk. This latter area is now very much a secondary shopping area.

Bungay

The town centre is set predominantly within a Conservation Area which is fully justified by the presence of a large number of listed buildings and ancient monuments including the centre piece of the town centre - the Butter Cross. The shopping streets of St. Marys Street, Earsham Street and the Market Place are the most intensively used parts of the town centre. Through traffic and modern shop front requirements pose major problems for the town centre compounded by the highest shop vacancy rate of approximately 10%.

Halesworth

The town centre of Halesworth focuses on the Thoroughfare and the Market Place and is designated as a Conservation Area. It contains a diversity of shop and office uses typical of a market town serving a fairly large rural area. There is a weekly market on Wednesdays. With the pedestrianisation of the Thoroughfare Halesworth has become a pleasant and safe area to shop and visit. With only 6 vacant premises out of a total of 100, the town centre area remains fairly buoyant even in times of recession. The construction of the Rainbow food store on the old cattle market means that Halesworth is able to offer a full range of modern shopping facilities to serve the people within its catchment area.

Southwold

The town centre lies wholly within the Conservation Area. The main shopping area is found within the High Street and Market Place. Shops are also located in East Street, Queen Street, Victoria Street and Station Road. The town centre has a variety of shops and business services and it has the lowest vacancy rate of the District's towns at around 4%. A variety of restaurants, cafes and takeaways are also located in the town centre. As with the other market towns the historic nature and architectural heritage of the town centre should be protected.

- 6.12 Improving the quality of shopping environments within town centres has long been a planning aim. The main objective of this Plan is to create safe and attractive environments incorporating innovative and interesting design in shop frontages as well as street furniture and decoration. The Thoroughfare in Halesworth and Sheepgate in Beccles have been successfully pedestrianised, benefitting shoppers and visitors to the town. Most pedestrianisation schemes improve trade within town centres. Six further pedestrianisation or pedestrian priority schemes are proposed in Lowestoft (Policy LOW11). Further proposals for pedestrianisation in Beccles are at New Market and Blyburgate (Policy BEC1).

**SHO1 IN ORDER TO INCREASE THE ATTRACTIVENESS,
VITALITY AND VIABILITY OF ALL TOWN CENTRES
WITHIN THE PLAN AREA THE DISTRICT COUNCIL
WILL:**

- 1. UNDERTAKE GENERAL ENVIRONMENTAL
IMPROVEMENTS TO THE BUILT
ENVIRONMENT, INCLUDING PEDESTRIAN
PRIORITY MEASURES WHERE APPLICABLE
AND IMPROVING ACCESS FOR DISABLED
PEOPLE;**
- 2. ENSURE THE CONTINUED PROVISION AND
IMPROVEMENT OF LITTER BINS, LITTER
COLLECTION, STREET LIGHTING, STREET
FURNITURE, PUBLIC TOILETS AND
SECURITY FOR THE PEDESTRIAN;**
- 3. IMPROVE ACCESS TO PUBLIC TRANSPORT;**
- 4. IMPROVE CAR PARKS.**

6.13 Implementation - Environmental improvements to town centres, pedestrian priority schemes and others will be undertaken as and when resources allow.

Shop Uses Within Town Centres

- 6.14 The District Council wish to ensure that the vitality and viability of all town centres within the District is maintained. With the revolution in shopping provision and the increasing demand for consumer choice in terms of out-of-town facilities it is likely that the market towns especially will have to maintain a necessary diversity to attract shoppers. The District Council will continue to encourage new businesses to locate within town centres to help maintain competitiveness with major shopping centres nearby. Lowestoft continues to have a range of national retail outlets and the District Council will continue to encourage more major retailers to locate within the town centre to further enhance the town's role as the main provider of shopping facilities within the District.
- 6.15 The four market towns act as service centres meeting the everyday needs of their catchment populations. Within each of the market town centres a mix of residential, retail and non-retail uses (banks, building societies, estate agents etc.) can be found. Non retail uses form part of the fabric of any market town. Although retail uses are preferred in the main shopping areas, new non-retail uses will be tolerated as they increase the number of services available, add to the diversity of the town centre and contribute to local employment prospects. Where applicable leisure uses such as restaurants will be encouraged to locate in town centres to help enliven such areas particularly during the evening period.

SHO2 WITHIN THE TOWN CENTRES OF BECCLES, BUNGAY, HALESWORTH AND SOUTHWOLD PLANNING APPLICATIONS FOR THE DEVELOPMENT OF CLASS A1 (SHOPS), CLASS A2 (FINANCIAL AND PROFESSIONAL) AND CLASS A3 (FOOD AND DRINK) USES WILL BE PERMITTED PROVIDED THERE IS NO SIGNIFICANT ADVERSE EFFECT ON THE ENVIRONMENT AND NO SIGNIFICANT IMPACT ON THE HIGHWAY NETWORK.

- 6.16 In larger towns non-retail uses are often unacceptable in the main shopping streets because they create breaks in the shop frontages thereby making them less attractive to the majority of shoppers. To combat this, a shopping retail core has been established within Lowestoft town centre (see the Lowestoft chapter).

New Shopping Development

- 6.17 The 1980s saw a retail revolution resulting in a restructuring of shopping activity from many town centres to out-of-centre or out-of-town locations. This generally resulted in wider consumer choice. The main benefits of out of town retailing are received by those with access to a car. The elderly, disabled people and those depending on public transport are generally disadvantaged. In certain cases it may be that major shopping proposals (including retail warehousing), because of the size of their operation, cannot locate within town centre areas and therefore need to locate in out-of-centre or out-of-town locations. Such proposals should not be detrimental to the vitality and viability of the town centre by perhaps leading to an increase in the number of vacant premises within the town centre. In addition, it may be necessary to undertake an assessment of the local impact of the proposal, particularly on residential amenity and landscape.

- 6.18 Lowestoft, in particular, has experienced a considerable amount of out-of-centre and out-of-town retail development in recent years. In 1986, for example, food shopping floorspace was reasonably equally divided between town centre stores 5,061 sq m (54,480 sq.ft.) net and elsewhere 6,271 sq m (67,500 sq ft) net. By 1995, the situation had changed dramatically, with 13,359 sq m (143,794 sq ft) net of food floorspace in out-of-town centre and out-of-town locations. A retail warehouse park at North Quay on the site of the former Eastern Coachworks opened early in 1991. Other retail warehouses exist or are proposed on the South Lowestoft Industrial Estate. In addition, food stores in out-of-town locations on both the northern and southern edges of Lowestoft have now been opened. Beccles, so far, is the only market town with a food supermarket in an out-of-town location. Halesworth has a food supermarket at an edge-of-centre location which opened in June 1994.

SHO3 PROPOSALS FOR MAJOR SHOPPING DEVELOPMENT WILL ONLY BE PERMITTED WITHIN THE TOWN CENTRE AREAS OF LOWESTOFT, BECCLES, BUNGAY, HALESWORTH AND SOUTHWOLD. IN THE ABSENCE OF SUITABLE TOWN CENTRE SITES EDGE-OF-CENTRE LOCATIONS WILL BE SOUGHT. WHERE OPPORTUNITIES ARE NOT AVAILABLE IN OR ADJOINING THE TOWN CENTRES, PROPOSALS FOR OUT-OF-CENTRE OR OUT-OF-TOWN RETAILING WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:

1. **THE RETAIL PROPOSAL SHOULD NOT HAVE A MATERIALLY SIGNIFICANT IMPACT ON THE VITALITY AND VIABILITY OF LOCAL TOWN CENTRES;**
2. **THERE SHOULD BE NO SIGNIFICANT LOSS OF RESIDENTIAL AMENITY, RECREATION AND LEISURE FACILITIES, AGRICULTURAL LAND OR VALUABLE LANDSCAPE;**
3. **ACCESS, PARKING PROVISION AND GENERAL IMPACT OF GENERATED TRAFFIC SHOULD BE ACCEPTABLE;**
4. **A HIGH STANDARD OF DESIGN AND LANDSCAPING SHOULD BE INCORPORATED IN ANY PROPOSALS;**
5. **PROPOSALS IN THE COUNTRYSIDE WILL NOT BE PERMITTED;**
6. **THE IMPLICATIONS OF THE PROPOSAL FOR THE LESS MOBILE;**
7. **THE AVAILABILITY OF A CHOICE OF MEANS OF TRANSPORT.**

Car Parks

- 6.19 The vitality and viability of town centres will only be maintained so long as there is sufficient provision of convenient car parking spaces to encourage shoppers and visitors. Car parks are very much part of the shopping experience and as such should be attractive, convenient, provide security from crime and offer safety for pedestrians with easy access and egress to and from them, especially for disabled people. When planning new car parks, proximity to the main shopping area of each town will be of prime consideration.
- 6.20 Wherever possible the Council will endeavour to establish and reserve wide parking bays marked for disabled people who are orange badge holders. They will be in close proximity to shops and other frequently used buildings and facilities. The Council is investigating giving support to 'shop mobility' and other initiatives in the main shopping areas, provided co-operation is forthcoming from shopkeepers and voluntary organisations.
- 6.21 Within the Plan area, a new multi-storey car park is proposed on the existing Clapham Road South car park (Policy LOW10) and extensions are proposed to two existing car parks in Beccles (Policy BEC2).

Retailing On Industrial Sites

- 6.22 It is accepted that some non-trade retailing is carried out as being ancillary to the main use of industrial and warehousing premises. The retailing element, however, should not be allowed to become the prominent use as it can eat into valuable industrial land and lead to unacceptable mixing of commercial and private vehicles.

**SHO4 RETAILING ON INDUSTRIAL ESTATES WILL NOT
BE PERMITTED.**

Neighbourhood Shopping Centres

- 6.23 Lowestoft, Beccles, Bungay and Halesworth have expanded in recent years with new residential areas becoming further from their central shopping areas. Suitably located neighbourhood shopping centres will therefore be encouraged to serve such areas. Any such development may take the form of one appropriately sized store or a small parade of shops. Parking and traffic generation will be a major consideration. It is envisaged that development briefs for some new housing sites may require the specific provision of neighbourhood shopping centres.
- 6.24 Within existing residential areas the District Council will continue to support and encourage local shop provision especially bearing in mind the needs of the less mobile.

**SHO5 THE DISTRICT COUNCIL WILL GIVE FAVOURABLE
CONSIDERATION TO APPLICATIONS TO PROVIDE
ADDITIONAL LOCAL SHOPS OR NEIGHBOURHOOD
SHOPPING CENTRES, WHICH SERVE A LOCAL
NEED, SUBJECT TO APPROPRIATE PARKING,
ACCESS, DESIGN STANDARDS AND NO LOSS OF
RESIDENTIAL AMENITY.**

Village Shops

- 6.25 Shops in villages provide a valuable service and an important focus for the local community. They serve local needs and are convenient for people without access to a car. During the late 1980s the viability of village shops came under increasing financial and competitive pressure. Between 1978 and 1988 the number of village shops declined by 25%. In recognising this problem the District Council has adopted a village shop rate relief scheme. To qualify for rate relief the shop proprietor must be able to prove financial hardship which would be exacerbated by the imposition of the full rate. The shop must be the only general store or food shop within the village but it may also contain a sub post office.

**SHO6 VILLAGE SHOPS WILL GENERALLY BE
PERMITTED PROVIDED THEY ARE ACCEPTABLE
ON LAND USE, ENVIRONMENTAL AND TRAFFIC
GROUNDS.**

Garden Centres

- 6.26 Garden centres can have an urbanising effect on the countryside and tend to attract large numbers of car-borne shoppers. For these reasons additional garden centres will not normally be allowed to locate in the open countryside. Sites on the edge of towns and villages may be suitable, depending on the scale of the use and its effect on the character and appearance of the settlement and its surroundings. They should not have a significantly adverse impact on

nearby residential areas arising from noise, traffic, visual intrusion and general disturbance. The provision of additional landscaping may be required to soften and screen the development. Adequate parking and suitable access and egress are important considerations related to traffic generation.

SHO7 THE DEVELOPMENT OF GARDEN CENTRES WILL NOT BE PERMITTED IN THE OPEN COUNTRYSIDE. SITES ON THE EDGE OF TOWNS AND VILLAGES WILL BE JUDGED AGAINST THE FOLLOWING CRITERIA:-

- 1. THE SCALE OF THE USE AND ITS IMPACT ON THE CHARACTER AND APPEARANCE OF THE SETTLEMENT, THE SURROUNDING LANDSCAPE, AND RESIDENTIAL AMENITY;**
- 2. THE PROVISION OF EFFECTIVE LANDSCAPING;**
- 3. THE PROVISION OF SAFE ACCESS AND SUFFICIENT ON-SITE PARKING.**

Farm Shops

- 6.27 With farm diversification the retail sale of produce from farm premises is likely to increase. It is normally acceptable for farms to sell their own produce from the land or existing buildings without requiring planning permission. However, the sale of a significant amount of 'imported' produce is classed as a separate use and requires planning permission. The need for planning permission for the use, or for any building works, should be clarified with the Local Planning Authority.

SHO8 APPLICATIONS FOR PLANNING PERMISSION FOR USE AS A FARM SHOP AND ANY RELATED BUILDING OPERATIONS, WILL BE JUDGED AGAINST THE FOLLOWING CRITERIA:-

- 1. THE PROVISION OF ADEQUATE SITE ACCESS AND GENERAL HIGHWAY SAFETY CONSIDERATIONS;**
- 2. THE PROVISION OF ADEQUATE AND CONVENIENT ON-SITE PARKING;**
- 3. IMPACT ON RESIDENTIAL AMENITY;**
- 4. IMPACT ON THE LANDSCAPE.**

Monitoring

Information will be collected on the following :-

1. Annual survey of shops in town centres
2. Survey of village shops
3. Register of major shopping proposals

7. RECREATION AND OPEN SPACE

Introduction

- 7.1 In the light of substantial development pressure and continuing demand for recreation space, the protection and increased provision of open space has become a leading planning issue. The District Council's proposals for open space and recreation recognise the importance of leisure activities and the contribution that certain sites make to the quality of the urban environment.

National Guidance

- 7.2 The Government guidance in PPG12 provides for structure and local plans to set out criteria relating to the provision of open space and to identify appropriate sites. Circular 22/83 deals primarily with planning gain. This advice allows for local authorities to accept commuted payments for the provision of open space where this cannot be achieved on-site. PPG3 on Housing notes the value of parks, playing fields, allotments and private gardens to the character of the neighbourhood.
- 7.3 Other advice is found in PPG17 on Sport and Recreation. The PPG describes the role of local plans in identifying the deficiencies of open space, identifying suitable sites for additional provision, protecting existing open space, and ensuring that provision is properly coordinated with other forms of development and other land use policies.

Other National Organisations

- 7.4 In 1993 the Sports Council produced a new National Sports Strategy, "Sport in the Nineties - New Horizons". This Strategy identifies the growing popularity of sports associated with fitness and healthy lifestyles and in particular of outdoor countryside sports, including walking. It also continues to encourage more involvement in sport. Greater participation will not only create a need to provide for further playing fields and sports facilities, but also a need to protect existing ones.
- 7.5 The National Playing Fields Association (NPFA) advocates a minimum standard of outdoor play space provision based on 2.4 ha (6 acres) per thousand population. The NPFA standard distinguishes between children's play space, to be provided at a rate of 0.6-0.8 ha (1.5-2.0 acres) per 1000 population and formal recreation space for youth and adult use, to be provided at a rate of 1.6-1.8 ha (4.0-4.5 acres) per 1000 population. The NPFA 2.4 ha (6 acres) standard has become widely accepted as the most appropriate standard by local authorities throughout the country.
- 7.6 For children's play space, the NPFA in their document 'The Six Acre Standard' (1992), now recommend provision of a hierarchy of play areas based on walking time, as opposed to distance. The three categories are 'local area for play' (LAP), 'local equipped area for play', (LEAP) and 'neighbourhood equipped area for play' (NEAP). The respective walking distances are 1 minute, 5 minutes and 15 minutes. The document also specifies location, the land area required and the style of provision. The District Council's intention is to produce, within the context of a Recreation Strategy, a strategy for the provision of children's play areas based on these recommendations. Of particular importance in developing such a strategy will be the implications for the costs of ground maintenance.

- 7.7 The provision of formal recreation space has been developed further by the Sport's Council, NPFA and the Central Council for Physical Recreation (CCPR) through their publication 'The Playing Pitch Strategy' (April 1991). This document advocates the preparation of such strategies by all local authorities. Strategies should be based on up-to-date information to give a local assessment of need and therefore added weight to planning policies. The need for playing pitches will be assessed as part of the proposed District Recreation Strategy.

Regional Guidance

- 7.8 Regional advice on recreation and open space is provided by the Sports Council (Eastern Region), formerly known as the Eastern Council for Sport and Recreation (ECSR). The ECSR's Regional Recreation Strategy "Sport in the East - A Strategy for the Nineties" (1988-1993) shows that more people took up sport in the region during the previous five years, but that certain sectors of the population still have low rates of participation. These include women, young people, the over fifties, the rural population, the unemployed, disabled people and ethnic minorities. The Strategy specifically targets these groups in a bid to attract 220,000 more people from the eastern region to play sport over the five year period.

Structure Plan Guidance

- 7.9 The Structure Plan provides policy guidance against the loss of existing recreation facilities. It supports the provision of new facilities in the towns, villages and the countryside, subject to transport policies and policies to protect the environment.

Local Issues

- 7.10 Experience in Waveney appears to have mirrored national trends. Development pressure on open space has been brought about by both the private and public sectors and increasing land values. As a result, some sites have been lost to housing and road development without replacement, although the amount of land lost is small in relation to overall provision.
- 7.11 An open space survey, (October 1992), has highlighted the past inability to secure large areas of open space as Lowestoft and the market towns have expanded. Whilst there has been a fair degree of success in securing play areas for children, few large areas of open space have been secured for youth and adult use. At the same time both demand and expectations for open space have been growing. This is partly due to increasing participation rates in outdoor recreational activities and partly as a result of growing environmental awareness of open space and its importance in the urban scene. Walking is in fact one of the most popular forms of recreation, which stresses the need for 'space' as well as facilities.
- 7.12 In October 1991 the Council adopted a revised open space standard, which is again being increased within the context of this Plan (Policy OS5) to address the shortfall in playing pitch provision. Its effectiveness will be monitored during the Plan period.
- 7.13 Of particular concern, given the current constraints on public sector finance, are the implications the increased provision of open space will have on the already high costs of ground maintenance. The District Council is currently investigating ways of tackling this issue. Possible options include changes in mowing regimes, allowing the reversion of some areas to a semi-natural state and allowing commercial activities to take place in the larger public parks.

Environmental Charter

- 7.14 The Charter recognises the desire to develop new open spaces, parkland, playing fields, woodland and meadows and establishes a commitment that as a general rule the Council will not sell or lease its own parkland or playing fields. The Charter also places emphasis on realising the potential of existing open space.

Recreation Plan

- 7.15 The District Council's draft Recreation Plan (1984) recorded shortfalls in provision and identified actions that could be taken to improve provision of facilities and participation over a 10 year period. One of the main achievements has been the acquisition of land and the provision of an equipped play area at Old Station Road, Halesworth. However, District Council funding has generally favoured the development of indoor leisure facilities at the expense of additional outdoor facilities and open space provision. The Council now intends to produce a District Recreation Strategy which will review and update the Recreation Plan.

Existing Provision

- 7.16 The Sports Council (Eastern Region) give guidance on the minimum provision of recreation facilities for larger urban areas such as Lowestoft, the smaller market towns and villages, whilst recognising that much depends on the size of the settlement and local factors.

Lowestoft Recreation Profile

- 7.17 For the Lowestoft area, the level of existing recreation facility provision is assessed against the Sports Council (Eastern Region) standards which are as follows :-
- a. One sports hall of 34m/18m/7.6m per 25-30,000 people
 - b. 7 sq m of swimming pool space per 1000 people
 - c. One 18 hole golf course per 25,000 people
 - d. one indoor bowls rink per 15,000 people
 - e. One squash court per 5,000 people
 - f. 2.4ha (6 acres) of outdoor playing space per 1000 people (see Table 7)

Sports Halls

The Lowestoft area is served by the Waveney Sports and Leisure Centre in the north of the town. It includes a sports hall, squash courts, swimming pool and other facilities and is substantially larger than the sports halls recommended by the Sports Council (Eastern Region). However, based on the Sports Council (Eastern Region) standard there is a deficiency in the Lowestoft area. This is particularly so in and around South Lowestoft where accessibility to the existing Sports Centre, particularly for those without a car, can also be a problem. This deficit is partially offset by other indoor facilities provided locally in community centres and dual use of school facilities.

Swimming Pools

The Waveney Sports and Leisure Centre also provides the largest publicly available indoor swimming pool in Lowestoft (312.5 square metres). There is another outdoor pool at Nicholas Everitt Park although this is not suitable for formal sports use. Several holiday camps include swimming pools but these are not generally available to the public. A number of local schools also have outdoor pools and a specialised pool has been provided at the Warren School. The Lowestoft area is slightly deficient in swimming pool space, however the new pool at Bungay means that Waveney District as a whole is sufficiently well provided for. Any shortfall in meeting demand for swimming space is compensated for by the sea which, during the summer months, provides bathing space for local residents and visitors alike.

Golf Courses

There is an existing 9 hole 'pitch and putt' at Dip Farm, North Lowestoft which is owned and operated by the District Council. There is potential for the expansion of this to a full 18 hole course utilising the land immediately to the west. In addition, there is both an 18 hole and 9 hole course at Rookery Park, just west of Carlton Colville. Based on the Sports Council (Eastern Region) guideline for golf course provision, the Lowestoft area has an existing shortfall of one 18 hole golf course. However, when looking at the District as a whole, with 9 hole courses at Southwold and Beccles, and an 18 hole course at Bungay, the District has adequate provision. There is also an 18 hole and 9 hole course at Wenhaston, within Suffolk Coastal District, which is within easy reach of Halesworth. The Sports Council (Eastern Region) recognises that overall provision in golf courses is relatively good. However, they do identify Waveney District as a priority area for additional 'pay and play' facilities.

Indoor Bowls

Although there are a number of outdoor bowling clubs there is only one specialised indoor club. However, there would appear to be a number of halls which would be suitable for indoor bowls, by the use of indoor bowling mats, if there was sufficient demand. Just outside the District boundary, Potters Holiday and Leisure Complex at Hopton have recently opened (Nov. 1993) an indoor bowls rink which is easily accessible to residents of the Lowestoft area.

Squash Courts

There are two squash courts within the Sports and Leisure Centre and a further two at the Gunton Rugby Club. Kessingland has four courts, but there are none in south Lowestoft.

Market Towns Recreation Profile

- 7.18 For each town the Sports Council (Eastern Region) suggest at least a community hall, an indoor or outdoor swimming pool, two to three squash courts, a bowling green, tennis/netball court, floodlit all-weather games area and outdoor playing pitches according to local demand.

Sports Halls

There are two dual use sports halls at Beccles and Bungay High Schools, with the Bungay site also providing a floodlit all-weather multi-games area. However, their public use is restricted, with priority use going to the schools during term time. Southwold and Halesworth are both some distance from a sports hall. This shortfall in the Southwold area may be addressed by the proposed indoor sports/theatre scheme which was recently granted permission (1993) at St. Felix School, Reydon and by securing the former Reydon High School and hall for community use.

Swimming Pools

There are outdoor pools in Beccles and Halesworth and the Waveney Valley indoor pool in Bungay. The former Reydon High School also has a small outdoor pool which is open to the public in the summer months. Therefore, the market towns are currently well served.

Squash Courts

There are squash courts at the Beccles sports centre and at the Maltings Leisure Centre in Halesworth. In addition, there is a club at St Felix School in Reydon.

Tennis/Netball

Tennis and/or netball courts are available for public use in all four market towns.

Bowling Greens

All the market towns have bowling greens, with Southwold and Beccles also providing indoor facilities. Some village halls have carpet bowl facilities.

Outdoor Playing Space

- 7.19 The National Playing Fields Association recommend a minimum provision of 2.4ha (6 acres) of outdoor recreation play space per 1000 people. This comprises 1.6-1.8ha (4.0-4.5 acres) of formal sports provision (pitches, courts, greens and athletic tracks, including 1.2ha (3.0 acres) of conventional pitches) and 0.6-0.8ha (1.0-1.5 acres) of equipped play areas and kickabout space.
- 7.20 The NPFA recommended standard provides a crude assessment of the relative deficiency of outdoor recreation space in any particular area. Only a local assessment of demand based on type of sport and number of teams can give an accurate picture of the type and number of pitches that are required. This will be achieved through the preparation of a pitch strategy.
- 7.21 A recent survey of open space has revealed the following levels of provision of outdoor recreation play space for Lowestoft, the four market towns, including Reydon and Worlingham, and Kessingland. The figures exclude school playing fields but include dual use courts at Beccles sports centre.

Table 7 - Existing Outdoor Playing Space Provision compared with NPFA standards.

	Recommended provision hectares (acres)	Actual Provision hectares (acres)	Deficiency/ Over provision hectares (%)	
Lowestoft	160 (396)	60 (148)	-100 (-248)	-63%
Beccles & Worlingham	28 (70)	17 (43)	-11 (-27)	-39%
Bungay	11.3 (28)	9.7 (24)	-1.6 (-4)	-14%
Halesworth	10.7 (26.5)	6.5 (16)	-4.2 (-10.5)	-40%
Southwold & Reydon	9.7 (24)	12.1 (30)	+2.4 (+6)	+25%
Kessingland	9.7 (24)	3.6 (9)	-6.1 (-15)	-62.5%

- 7.22 These figures indicate that there is an overall deficiency in the provision of outdoor recreation play space in the District with Lowestoft having the greatest deficiency. Southwold, including Reydon, is the only town which is well provided for. Almost without exception, it is formal sports provision, such as playing fields, that account for the majority of the deficiency in each settlement.

- 7.23 Lowestoft - The deficiency in outdoor play space provision is not only in absolute terms. The space that has been provided is not evenly distributed and is of variable quality. Similarly, distribution of facilities is clearly not evenly spread and access is not available to all sections of the population, e.g. the less mobile and disabled people. Relatively, North Lowestoft has more public and private facilities and a much higher amount of open space per capita than South Lowestoft, but the Lowestoft area as a whole is deficient. Athletics facilities are provided at Kirkley Recreation Ground which the local club is seeking to enhance by provision of a tartan track. A floodlit all-weather hockey surface was recently provided at Kirkley High School, Lowestoft.
- 7.24 Beccles and Worlingham - The shortfall in the provision of playing pitches in Beccles is in terms of location as well as total hectares. Whilst all the existing pitches are located off Common Lane on the north side of the town, the expansion of Beccles has taken place to the south. It is unlikely that this shortfall can be tackled within the Plan period. Worlingham specifically lacks any type of playing pitch. This shortfall will be partially offset by the additional 1.6 ha (4 acres) of open space that is being provided as part of the Woodfield Park development off Ellough Road.
- 7.25 Bungay - The figures for Bungay include Maltings Meadow recreation ground which lies just outside the District boundary. The site is leased by Waveney District Council and serves the needs of the whole of Bungay.
- 7.26 Halesworth - The playing pitches are centrally located at Dairy Hill but evidence of demand produced by the Halesworth Playing Field Association and confirmed by the District Council indicates this site is inadequate to serve the number of teams in Halesworth. (see para. 7.50.)
- 7.27 Kessingland - Playing pitches/courts are located at the Community Centre site off Francis Road. The figures in Table 7 clearly indicate that this provision is significantly below that recommended by the NPFA for a village of this size (pop. 3,983). This Plan seeks to address the shortfall through allocating an extension to this site (OS4.5).

Children's Play Areas

- 7.28 The NPFA recommend that children's play areas should be provided at a rate of 0.6-0.8 ha (1.5 to 2.0 acres) per 1000 people and be available within a safe maximum walking time, depending on the category of play area provided (see para 7.6). The results of the survey confirm that, on the whole, provision in terms of hectareage and distribution of the 'local equipped areas for play' and larger, in the settlements listed above is being met. It is the smaller doorstep play areas for toddlers which are lacking throughout the District. Specific areas lacking any play area provision can be identified in the following areas :-
- a. North and west of Hall Road, Oulton Broad.
 - b. The east side of Yarmouth Road, between the Sparrows Nest and Gunton Church Lane, Lowestoft.
 - c. Blackheath Road to the coast, Lowestoft.
 - d. Cotmer Road and Colville Road area, Lowestoft.
 - e. North Carlton Colville.
 - f. South west Reydon (south of Keen's Lane).
 - g. Southwold seafront area.
 - h. The Grove Road and South Road areas of Beccles.

- 7.29 Despite most areas being well provided with play areas the survey has revealed that they are of variable quality. This issue is addressed by Policy OS3.

The Villages

- 7.30 Given the small size of most of the villages in the District it is not considered appropriate to apply the NPFA standard to outdoor play space provision. The Sports Council (Eastern Region) guidance approximates to the provision of a small community hall, a football pitch, cricket square and play area.
- 7.31 The provision of facilities varies greatly within the villages of the District. To a large extent provision relies on Parish Councils and local people for fund raising, with grant aid from the District Council and in some cases the Rural Development Commission. There are a number of community halls that can accommodate a badminton court but many villages rely on provision in the market towns and Lowestoft area. There are nine villages with a football pitch and 12 villages with an equipped play area.
- 7.32 The open space survey revealed that provision is not necessarily related to the size of settlement. Wangford (pop. 571) can boast a floodlit multi-games area in addition to an equipped play area, whereas a village the size of Wrentham (pop. 851) is lacking in both. The proposed small housing allocation off Bonsey Gardens in Wrentham could provide the opportunity to secure part of the old school playing field for childrens' play (see Policy V2.5 of The Villages and Rural Areas Chapter).

The Local Plan Objectives

- 7.33 The District Council wishes to see the open space deficiency reduced in all parts of the District. It is important that the current situation is not exacerbated and that existing open space is protected.
- 7.34 The deficiency can also be addressed through the upgrading and better management of the existing supply, for example, by providing more equipment on specific play areas or introducing artificial playing surfaces on sites in towns where there is growing pressure on existing playing pitches. The actual potential to increase overall provision is severely limited due to constraints on public sector finance. However, the private sector will be encouraged to provide recreation facilities.
- 7.35 Furthermore, the Council is concerned to ensure that the future provision of outdoor play space keeps pace with the expansion of Lowestoft and the market towns. Developers will, therefore, be expected to provide the open space needed for new residential developments in accordance with the Open Space Standard (OS5). There is also a real concern that expansion of the towns and in particular Lowestoft, will mean that large areas of housing will not be within reasonable distance of a large multi-purpose park. Where appropriate the large housing allocations will endeavour to address this issue. For example, it is expected that a country park of approximately 20 ha (50 acres) will be achieved in conjunction with the housing allocation at Woods Meadow, to the north of Sands Lane, Oulton (H6.1).
- 7.36 Finally, the Council wishes to encourage access to the countryside and coast. These parts of the District are an important recreational resource which go some way towards offsetting the overall deficiency of open space in the towns.

Objectives

1. **To safeguard, upgrade and increase the provision of open space and recreation facilities within the District (OS1, OS2, OS3, OS4, OS6).**
2. **To ensure that areas of new housing are developed in a manner which allows for an adequate level of open space provision, including the provision of larger multi-purpose town parks. (OS5).**
3. **To encourage access to the coast and countryside from the urban areas. (OS7, OS8, OS9).**

Policies and Proposals

Existing Public Open Space

- 7.37 The proposals maps for Lowestoft and the four market towns (including Reydon and Worlingham) and Kessingland identify the following amounts of public open space (in WDC ownership):

Table 8 - Existing Public Open Space (WDC ownership) compared with All Open Space.

	Existing POS hectares (acres)		** All Open Space hectares (acres)	
Lowestoft	120 (298)	*126 *(311)	146 (360)	*151 *(373)
Beccles & Worlingham	6.5 (16)	*12.5 *(31)	54 (133)	* 60 *(148)
Bungay	2 (5)		83 (206)	
Halesworth	5.7 (14)		9.5 (23.5)	
Southwold & Reydon	4.4 (11)		56 (139)	
Kessingland	1 (2.5)		4.4 (11)	

* Total if Sites in Broads Authority area included.

**** All Open Space** includes all amenity and outdoor play space in WDC, Town Council, County Council (excluding school sites, unless officially dual use) and private ownership with public access.

- 7.38 These figures for public open space include all District Council owned parks, play areas, playing fields and amenity sites, of 0.1 ha (0.25 acres) and above, which provide active and passive recreation space. The threshold figure of 0.1 ha (0.25 acres) provides a useable area of open space and is the Council's recommended standard for the adoption of new open space sites.

- 7.39 Any development of these sites would harm the amenity of both the immediate locality and the towns as a whole, and would exacerbate existing open space deficiencies within the District. This policy is supported by Structure Plan Policy REC1 and PPG17 on Sport and Recreation.

**OS1 THE DEVELOPMENT OF SITES IDENTIFIED AS EXISTING
PUBLIC OPEN SPACE WILL NOT BE PERMITTED.**

- 7.40 Implementation - The District Council will implement this policy using its development control powers and through protection and enhancement of sites as a landowner.

Sites of Recreational Value

- 7.41 As Table 8 indicates there are many sites, particularly in the market towns, which are not identified as public open space (ie owned by WDC) but which are still actively used for outdoor recreational pursuits. Examples include playing fields provided by private industry or schools, and recreation sites in Town Council ownership. The District Council recognises that there are some sites which may not be available for use by the general public, but which nonetheless are valuable assets to the towns providing recreational space for many people. For this reason, such sites have been incorporated in the assessment of open space provision within the Plan area. If these were to be developed, the existing deficiency of open space would increase and additional sites would need to be provided to accommodate established users.
- 7.42 The Council would be opposed to the sale of school playing fields for any other than recreational purposes, unless an assessment of the value of the site to the community had been undertaken which proved there was no local need. Should a need be proven, if the playing field either in whole or in part was not to be available, then a suitable alternative site would need to be provided. In line with PPG17 the assessment of need should be investigated and established by the Local Education Authority in consultation with the Local Planning Authority.

OS2 PROPOSALS FOR THE DEVELOPMENT OF SITES WITH RECREATIONAL OR AMENITY VALUE WILL BE RESISTED UNLESS A SUITABLE REPLACEMENT FACILITY IS PROVIDED.

Upgrading of Existing Sites

- 7.43 The upgrading of sites is one way in which deficiencies can be addressed. It is the upgrading of the smaller amenity/playground spaces that will be focused on within the context of this Plan. The quality of more formal open spaces such as playing pitches and the provision of facilities, such as all weather surfaces, is an ongoing issue which can be addressed as part of the Recreation Strategy.
- 7.44 The open space survey revealed that a number of open spaces within the District are in need of improvement. This is particularly so for equipped play areas. Several sites lack safety surfaces and those that have been laid are often in need of repair. Other sites require landscaping, additional equipment or improved ground conditions for kickabout. Other sites such as St Edmund's Green in Southwold require path and fence maintenance and improved landscaping and seating. The inclusion of this list is intended to give priority to those sites most in need of improvement.
- 7.45 In Lowestoft, the upgrading of the wooded area to the south of Kesgrave Drive play area (OS3.9) can go some way towards offsetting the loss of part of Normanston Park for the Northern Spine Road. Upgrading is required in the form of improved public access. This can be achieved by clearly defining and maintaining footpath routes through the wood. Immediately to the north of this wood (part of OS3.6) is Slater's Pit. This pond, which is fished by local people, could be used as a school nature area.

OS3 THE DISTRICT COUNCIL WILL SEEK TO UPGRADE THE FOLLOWING AREAS OF OPEN SPACE:

- 1. THE TWO SMALL AREAS OF AMENITY SPACE OFF SUMMERFIELD GARDENS, LOWESTOFT**
- 2. THE OPEN SPACE OFF OAKWOOD ROAD, LOWESTOFT**
- 3. THE LARGE OPEN AREA BETWEEN BRITTEN ROAD AND KIRKLEY RUN, LOWESTOFT**
- 4. ROSEDALE PARK, LOWESTOFT**
- 5. THE PLAY AREA AT THE CORNER OF DENMARK ROAD AND ROTTERDAM ROAD, LOWESTOFT**
- 6. THE KESGRAVE DRIVE PLAY AREA, LOWESTOFT**
- 7. THE LOVE ROAD PLAY AREA, LOWESTOFT**
- 8. THE SMALL PLAY AREA AT THE END OF WINDSOR ROAD, LOWESTOFT**

**9. THE WOODED AREA SOUTH OF THE EXISTING
PLAY AREA AT KESGRAVE DRIVE, LOWESTOFT**

10. ST. EDMUND'S GREEN, SOUTHWOLD

11. MOUNT PLEASANT ROAD PLAY AREA, REYDON

12. KINGS ROAD PLAY AREA, BUNGAY

13. KENNEDY CLOSE PLAY AREA, HALESWORTH

- 7.46 Implementation - The upgrading programme will be implemented as and when resources allow and would include improved access and facilities for disabled people to existing open space areas, where possible.

Dual Use of Facilities

- 7.47 Most of the schools within the District have a variety of indoor and outdoor recreation facilities. Playing fields are particularly important as they provide a significant proportion of the overall open space provision. These facilities offer potential for community use, especially in areas of open space deficiency. It is anticipated, that with the likely increase in the number of locally managed schools, there will be a greater level of dual usage, as a means of raising income. The District Council believes that dual use enables the most efficient use to be made of available resources. School playing fields and sports halls are usually centrally located and the community use of these facilities avoids unnecessary duplication. Therefore, the dual use of school playing fields and indoor school sports facilities will be encouraged. The District Council will continue to liaise with Suffolk County Council, or directly with the school governing bodies as appropriate, in order to seek ways of encouraging more schools to make their facilities available to the public. Playing fields in particular need to be carefully managed to avoid overuse and misuse and the responsibility for management lies with the school governors.

Public Open Space Allocations

- 7.48 Within the Lowestoft area there are a number of open sites which are important for the amenity of the area and/or have potential for active or passive recreation use. The District Council wishes to see these areas become available for public use. Allocating such sites as public open space is a positive step towards reducing the existing deficiency. The sites are put forward on an opportunistic basis and will only go part of the way toward reducing the District's lack of open space.
- 7.49 The open space survey clearly indicates that the District is deficient in playing pitches. The District does have a number of natural assets such as Broads, beaches, commons and open countryside which go some way towards offsetting this formal open space deficiency but additional provision is clearly desirable. It is expected that the completion of the District Recreation Strategy will reveal local demand for playing pitches, at which time it would then be appropriate to consider the further allocation of land.
- 7.50 Nevertheless a local assessment of demand has already established a need for additional playing pitches in Halesworth. The Halesworth Playing Field Association in conjunction with the District Council have investigated a considerable number of sites around Halesworth for new playing fields. The most suitable site is a 5.8 ha (14.4 acre) area of land to the north of Fairview Road. Assessment based on the NPFA recommendations and local demand have also identified a need for further playing field provision in Blundeston and Kessingland.

OS4 THE FOLLOWING SITES ARE PROPOSED AS PUBLIC OPEN SPACE:

- 1. HALL ROAD HAM AND BONDS MEADOW, LOWESTOFT**
- 2. THE LAND IMMEDIATELY NORTH OF KIRKLEY FEN, LOWESTOFT**
- 3. THE WOODED SITE ADJACENT TO DELL ROAD PRIMARY SCHOOL, LOWESTOFT**

**4. LAND TO THE NORTH OF FAIRVIEW ROAD,
HALESWORTH, FOR PLAYING FIELD USE.**

**5. EXTENSION TO THE PLAYING FIELD NORTH OF
FIELD LANE, KESSINGLAND**

**6. THE GLEBE LAND IN SHORT ROAD,
BLUNDESTON**

Open Space Site Descriptions

- 7.51 1. Hall Road Ham and Bonds Meadow, Lowestoft - The majority of this area has been allocated as Public Open Space since 1966. The District Council owns part of Hall Road Ham and in 1993 acquired the majority of the land to the north of Hall Road, called Bonds Meadow. The site is a mixture of wetlands, woodland and grassland and has significant wildlife value. Bonds Meadow is managed by the Bonds Meadow Management Group in conjunction with the Suffolk Wildlife Trust and is used extensively by local people for informal recreation and by local schools for nature study. The Suffolk Wildlife Trust have recommended that the area be designated as a Local Nature Reserve. Area: 11.1 ha (27.6 acres).
- 7.52 2. The land immediately north of Kirkley Fen, Lowestoft - A portion of Kirkley Fen Park and the Meadow School playing field will be required for the South Lowestoft Relief Road. It will be essential to see this parkland and playing field replaced and the District Council considers that the best replacement land is that which lies immediately to the north, currently in County Council ownership. The marshy area forms part of the flood control system and has nature conservation value, while the scrub and heath area which is partially filled contains rare plants and is used for informal recreation. The exact amount of land which will be available will not be known until detailed plans for the road are published. However, at least the part of the park to be lost should be replaced, and the extent and modification to flood storage and conservation areas will need to be considered. Detailed plans may also indicate that there are more appropriate uses than open space for parts of the site. As the Suffolk Wildlife Trust has recommended the area as a Local Nature Reserve, it is envisaged that the area be retained as open space should be broadly kept in its natural state. Area: approximately 4.3 ha (10.6 acres).
- 7.53 3. The wooded site adjacent to Dell Road Primary School, Lowestoft - This site was allocated in the last local plan as Public Open Space and the District Council is concerned to see that this attractive site is protected from development. The District Council also considers this site appropriate as partial replacement for parkland and playing fields lost to road development and it could serve as a school nature area. Area: 0.8 ha (2 acres).
- 7.54 4. Land to the north of Fairview Road, Halesworth - This site has been identified to address the shortfall in the provision of playing field space in Halesworth. It is a flat site currently in agricultural use. The site is well located within easy reach of the town centre and the population of Halesworth. An 11 kv overhead electricity line crosses the northern half of the site and will need to be undergrounded or diverted. Access will be off Fairview Road and the footway on the eastern side of Bungay Road (A144) should be extended to serve the site. Area: 5.8 ha (14.4 acres).

- 7.55 5. Extension to the Playing Field north of Field Lane, Kessingland - This land is currently in agricultural use. It is well located to serve a large proportion of the population and will provide 1.4 ha (3.5 acres) of additional playing space (see Chapter 16 para 16.20).
- 7.56 6. The Glebe Land in Short Road, Blundeston - The Glebe land is centrally located in Blundeston opposite the village hall. It was first allocated as Public Open Space in 1966 but was not reallocated in the 1984 Plan. The land is presently in agricultural use. An area of 1.4 ha (3.5 acres) is now proposed for outdoor recreational use in order to address the current deficiency in provision (see Chapter 10 para 10.59). The more precise use of the space can be determined as part of the proposed District Recreation Strategy.
- 7.57 Implementation - The District Council will resist development of the above sites using its development control powers. Those sites relating to policies OS4.1 and OS4.2 are either part owned by the District Council or are covered by an agreement giving public access to the land and therefore the District Council has considerable control over the use and development of the sites. The sites referred to by policies OS4.3 - OS4.6 are not covered by any such agreement nor are they in Council ownership. Each of these sites will be dealt with on its merits with the Council either making financial provision to acquire the sites or entering into suitable legal agreements to protect the sites and to make them available for public use. Some financial provision has already been made to acquire the land to the north of Fairview Road for playing field use (OS4.4). Where opportunities arise, the Council will seek to establish 'pocket parks' for informal sitting out. Endowments for this purpose will be encouraged.

Open Space to be Provided in Conjunction with New Housing

- 7.58 The development of new general purpose housing creates a demand for additional open space. This open space is of greatest value when incorporated as an integral part of the estate layout. The District Council believes that the demand for open space created by the development should be catered for by the developer. The level of provision which the District Council considers appropriate is derived from the 2.4 ha (6 acre) per thousand standard as recommended by the National Playing Fields Association where the average occupancy is assumed as 2.5 persons per dwelling.
- 7.59 It is considered that the demand for open space brought about by a development of 10 dwellings or less would be negligible, but developments of more than 10 dwellings begin to place strain on existing recreation and play space. Therefore, for every dwelling additional to the threshold of 10 a contribution toward the provision of open space will be required.
- 7.60 Where open space is provided under this policy at least 25% of the area should be laid out as childrens' play space in accordance with the District Council's adoption standards. Exceptions will be made in the case of specialised housing where the need for childrens' play space does not arise.

**OS5 FOR ALL DEVELOPMENTS OR REDEVELOPMENTS
OPEN SPACE SHALL BE PROVIDED IN ACCORDANCE
WITH THE STANDARD OF SIXTY (60) SQUARE METRES
FOR EACH DWELLING IN EXCESS OF A THRESHOLD OF
TEN (10).**

- 7.61 Implementation - The District Council will normally expect open space to be provided on-site and in accordance with its adoption standards. Where it is not possible, or desirable, to incorporate open space within the development the District Council may accept a commuted payment in lieu of on-site provision. Commuted payments will be secured by way of a Section 106 agreement and will be used to upgrade or acquire additional open space areas off-site. Appendix 7 provides a table illustrating the relationship between developable land and open space.

Recreation Facility Development

- 7.62 Recreation facilities located in the towns and villages such as squash clubs and sports halls are provided by both public and private sports clubs. The District Council recognises that the private sector can make a valuable contribution to the recreation facilities and amenity space provision. Therefore, development by the private sector of sites where further provision would be beneficial to the leisure and recreational needs of the community is encouraged.

OS6 PROPOSALS FOR RECREATION FACILITIES IN TOWNS AND VILLAGES WILL GENERALLY BE SUPPORTED PROVIDED THAT:

- 1. THE DESIGN OF ANY BUILDING IS SYMPATHETIC TO ITS LOCALITY;**
- 2. NEIGHBOURING RESIDENTS WOULD NOT SUFFER A SIGNIFICANT LOSS OF AMENITY OR BE SUBJECTED TO EXCESSIVE NOISE LEVELS;**
- 3. NATURAL FEATURES INCLUDING HEDGES AND TREES WOULD BE RETAINED, OR IN CASES OF UNAVOIDABLE LOSS, MATCHED BY COMPENSATORY VISION ELSEWHERE WITHIN THE DISTRICT AND ADEQUATE LANDSCAPING IS PROVIDED;**
- 4. THERE WOULD BE SATISFACTORY ACCESS (INCLUDING ACCESS AND FACILITIES FOR DISABLED PEOPLE) AND ADEQUATE CAR PARKING IN ACCORDANCE WITH ADOPTED STANDARDS.**
- 5. PROPOSALS DO NOT CONFLICT WITH POLICIES TO PROTECT THE ENVIRONMENT.**

Countryside Recreation

- 7.63 Access to the Countryside - A particular attraction of the Waveney District as a place to live, work and visit, is the high quality of the countryside and coastal areas which are easily accessible from the market towns. They provide opportunities for both passive and active recreational pursuits with water, footpaths and bridleways being the primary recreation facilities. For example, the high quality landscape of the Broads Authority area is maintained primarily in the interests of nature conservation but it also offers opportunities for water-based sports such as sailing and windsurfing as well as walking, riding, bird watching and the general enjoyment of the countryside.
- 7.64 Circular footpaths, such as the Lothingland Loop around Lowestoft, the Bigod Way around Bungay and the recently established walks in Southwold, are particularly popular for informal recreation. The District Council, in conjunction with the County Council as the major contributor to Rights of Way promotion, is seeking to establish and support a series of circular routes in the area and in particular, a circular path around the District. The Ramblers Association have highlighted the following three parish areas where they consider the footpath network should be extended; Benacre, Covehithe and South Cove; Blyford, Henham and Sotherton; Sotterley and Willingham. Popular long distance routes include, the Suffolk Coast Path, Angles Way and Waveney Way. Provided visitor pressures are not excessive, such activities can normally be undertaken without significant detriment to the countryside or coast. The Council will also encourage the provision of access and facilities for disabled people to all such outdoor recreation and amenity areas.

OS7 THE DISTRICT COUNCIL, IN CONJUNCTION WITH THE COUNTY COUNCIL WILL SEEK TO SAFEGUARD AND EXTEND THE EXISTING FOOTPATH AND BRIDLEWAY NETWORK, PARTICULARLY THROUGH THE CREATION OF CIRCULAR FOOTPATH ROUTES STARTING AND FINISHING AT OR NEAR SUITABLE PARKING AREAS OR PUBLIC TRANSPORT STOPS.

Countryside Recreation Development

- 7.65 Small-scale Facilities - The Council also wishes to encourage access to the countryside through the provision of small-scale facilities. Acceptable types of small-scale facilities include picnic sites, toilet blocks, small car parking areas, nature trails and interpretative information material. They should, however, be evaluated for their impact on agriculture and forestry, landscape and wildlife, traffic and the character of the area.

OS8 IN THE COUNTRYSIDE, SMALL SCALE RECREATION FACILITIES RELATED TO INFORMAL COUNTRYSIDE ENJOYMENT OR INTERPRETATION WILL BE PERMITTED PROVIDED THAT:

1. THERE IS NO SIGNIFICANT IMPACT ON THE CHARACTER OF THE LOCALITY, ROAD SAFETY, BEST AND MOST VERSATILE AGRICULTURAL LAND, FORESTRY, LANDSCAPE, WILDLIFE OR RESIDENTIAL AMENITY;

2. PROPOSALS IN THE HERITAGE COAST ARE ONLY TO REPLACE FACILITIES IN UNSATISFACTORY LOCATIONS OR SIGNIFICANTLY LESSEN EXISTING CONFLICTS;

3. THE DEVELOPMENT DOES NOT CONFLICT WITH OTHER POLICIES FOR THE PROTECTION OF THE ENVIRONMENT.

- 7.66 Large-scale Facilities and Noisy Sports/Organised Countryside Recreation - Large-scale facilities such as golf courses and country parks are best located on the fringes of the towns. Away from the fringes, the provision of such facilities would usually run counter to the Government advice contained in PPG7, of protecting the countryside for its own sake. The countryside in the Plan area is basically a productive working landscape with established arable fields separated by hedgerows, woods, copses and ditches. Certain forms of development, such as golf courses, could have a significant impact on the character of the landscape. Large scale recreation proposals are not considered compatible with the objective of preserving the natural beauty of the AONB or Heritage Coast, or the protection of Special Landscape Areas. It is also important that interference with high quality agricultural land and damage to wildlife are minimised, whilst at the same time affording high priority to public access. Therefore, development will be guided to sites close to the towns and away from the open countryside and areas of environmental sensitivity. The location of large-scale recreation facilities on the urban fringe can not only form a useful buffer between town and country, but also gives easier access to a larger number of people.
- 7.67 In order to protect the countryside and reduce the impact of development on the landscape, proposals that require the provision of associated buildings, such as a club house, should always seek to use existing buildings.
- 7.68 Plentiful guidance, in terms of design and location, is available to aid the submission and determination of planning applications for golf courses. Examples include, Sports Council (Eastern Region) publications such as 'The Future For Golf' and its review; 'Golf Course Applications in Historic Landscapes' published by English Heritage in 1991 and 'Countryside and Nature Conservation Issues in District and Local Plans' 1990, produced by the Nature Conservancy Council and the Countryside Commission.
- 7.69 Popular countryside recreation activities within the District include fishing, syndicate shoots, wildfowling and horse riding. These activities do not usually require planning permission whereas organised activities such as motor sports, clay pigeon shooting, war games and

equestrian centres do. The absence of planning applications and enquiries seems to indicate that there is little private interest in providing additional facilities in this District. However, in the light of their growing popularity nationally, it is anticipated that there will be some pressure for additional provision within the lifetime of this Plan. Proposals will be assessed against Policy OS9 and Policy REC3 of the Structure Plan. Impact on local residents will be particularly important in assessing applications, given the noisy nature of some types of organised countryside recreation.

**OS9 PROPOSALS FOR RECREATION FACILITIES, EXCEPT
THOSE WITHIN POLICY OS8, WILL BE ACCEPTABLE IF:**

- 1. THERE IS GOOD ACCESS TO THE PRIMARY ROAD NETWORK AND PUBLIC TRANSPORT;**
- 2. THE IMPACT ON THE AMENITIES OF EXISTING RESIDENTIAL AREAS IS KEPT TO A MINIMUM;**
- 3. THE PROPOSAL WOULD NOT INVOLVE A SIGNIFICANT IRREVERSIBLE LOSS OF BEST AND MOST VERSATILE AGRICULTURAL LAND;**
- 4. THE PROPOSAL WOULD NOT HAVE A SIGNIFICANT IMPACT ON THE CHARACTER OF THE COUNTRYSIDE;**
- 5. THE IMPACT ON LANDSCAPE AND WILDLIFE IS KEPT TO A MINIMUM. NATURAL LANDSCAPE FEATURES INCLUDING HEDGEROWS AND TREES SHOULD BE LARGELY RETAINED AND ENHANCED AND, IF APPROPRIATE, ADDITIONAL SCREENING AND LANDSCAPING IS PROVIDED TO MINIMISE ANY VISUAL INTRUSION CAUSED BY THE DEVELOPMENT. WILDLIFE FEATURES SHOULD BE TREATED IN A SIMILAR MANNER TO MAINTAIN AND ENHANCE EXISTING HABITATS;**
- 6. THE SITE IS NOT SITUATED WITHIN THE AREA OF OUTSTANDING NATURAL BEAUTY, HERITAGE COAST OR SPECIAL LANDSCAPE AREAS OR ON ADJACENT LAND WHERE IT WOULD HAVE AN ADVERSE IMPACT ON SUCH AREAS OF HIGH LANDSCAPE QUALITY;**
- 7. PROPOSALS DO NOT CONFLICT WITH OTHER POLICIES FOR THE PROTECTION OF THE ENVIRONMENT AND IN PARTICULAR THOSE RELATING TO ANCIENT MONUMENTS, ARCHAEOLOGICAL SITES OF SPECIAL INTEREST AND HISTORIC PARKLANDS.**

Monitoring

Information will be collected on the following :-

1. Monitoring loss of open space, (public/private)
2. Application of NPFA Standard - Local Plan review
3. Monitoring progress on quality of open space - upgrading proposals
4. Monitoring the application of the open space standard within housing development

8. TOURISM

Introduction

- 8.1 Tourism is a major component of the local economy. However, since the early 1970s the UK's domestic long stay tourist market has been in gradual decline. This has been particularly apparent in seaside resorts such as Lowestoft and Great Yarmouth.
- 8.2 At the national level this decline in the long stay market has been compensated for by an increasing number of short stay holidays and business trips. At the same time the tourism industry generally has been assisted by a moderate but steady increase in the number of overseas visitors. Lowestoft, like other traditional family resorts, has not benefitted proportionately from these growth sectors and its tourist industry, although still a major component of the local economy, has suffered declining fortunes.
- 8.3 This chapter sets out the District Council's land use policies and proposals relating to the development of tourist and holiday related uses which seek to address the changing nature of the tourist market and the changing expectations of the holiday maker of the 1990s.

National Guidance

- 8.4 PPG21 on tourism recognises the social and economic contribution the tourist industry makes to the community by way of supporting a wider range of amenities, jobs and services. It also provides guidance on hotels and holiday caravans. Planning Authorities are required to consider what provision can be made for tourism when drawing up structure and local plans and to consider the relationship to other environmental and conservation objectives. Local plans are encouraged to include proposals for improvements to the local environment and local facilities and consider opportunities to utilise tourism as an element in urban regeneration.
- 8.5 PPG20 on Coastal Planning guides tourism development away from the coast and particularly the Heritage Coast, to existing built-up areas. PPG7 on the Countryside and Rural Economy recognises the important role of tourism in the development and diversification of the rural economy but that growth needs to be reconciled with a full regard for the environment.

Regional Guidance

- 8.6 The Regional Planning Guidance recognises the continued importance of tourism to East Anglia, in terms of the expenditure by tourists and the jobs it creates, but notes the decline in seaside resorts such as Lowestoft and Great Yarmouth. The Guidance suggests that local plans have regard to the scope for widening the range of attractions in urban and rural areas (whilst taking into account the aims of conservation) and the possibilities of improving the attractions of seaside resorts.
- 8.7 The East Anglian Tourist Board (EATB) published a "Tourism Policy for East Anglia" in 1994 aimed at stimulating tourism development in appropriate locations and promoting the region for tourism to maximise economic, social and environmental benefits. The document notes the opportunities tourism provides to improve the local economy.

Structure Plan Guidance

- 8.8 The Structure Plan (June 1995) recognises the important role that the tourism industry can play in the County's economic and employment prospects. The Plan therefore seeks to promote tourist related developments provided that the resources on which Suffolk's tourist industry is based are appropriately safeguarded.
- 8.9 Development which extends or enhances the range of tourist attractions and/or the tourist season are particularly encouraged. In recognition of changing consumer preferences the Plan recognises the need for a higher standard of accommodation although the importance of static caravans, chalets and cabins in providing low cost self-catering accommodation is acknowledged. Such types of accommodation should not be permitted where they can cause significant harm to the environment, such as the Suffolk Coast and Heaths AONB and Heritage Coast, and should not be used for permanent occupation in areas that would not be suitable for permanent dwellings.

Local Issues

- 8.10 Tourism, particularly in Lowestoft, has established itself as one of the most important sectors of the local economy, although the extent of its contribution is difficult to calculate. Recent research for the East Anglian Tourist Board (EATB) has estimated the overall value of tourism in Waveney in 1994 was an estimated £102.6m (£82.1m from day visitors). This expenditure supported an estimated 3347 full time job equivalents. Whilst the District's intrinsic qualities, including the coastline, the inland waterways and the historic towns and villages are attractions for tourists, the overwhelming proportion of tourist activity in the District is focused in and around Lowestoft.

- 8.11 Tourism in Lowestoft is a long established industry having its origins in the mid 19th century. In more recent times Lowestoft has been a typical 'bucket and spade' family destination with visitors enjoying long stay (ie more than five nights) holidays. Affordable family holidays have formed the basis of tourism in Lowestoft for many years. Lowestoft is also a popular holiday destination for retired people. Day trippers represent a smaller but still significant part of Lowestoft's tourism market. Due to relatively poor communications, day trippers to Lowestoft do not usually travel far, with the majority coming from Great Yarmouth or from holiday bases on the Norfolk Broads.
- 8.12 Surveys have shown that Lowestoft's most important tourist asset is its beaches (principally the South Beach) with one study finding more than 80% of those surveyed considered the beach to be the main attraction. For this reason the District Council has placed considerable emphasis on maintaining the cleanliness and safety of the beaches. Reliance on the beaches as the principal attraction makes the local industry particularly seasonal. Nevertheless, visitors to Lowestoft display considerable loyalty with a high proportion of 'repeat business'. The Waveney Visitor Survey (1989) identified as many as 38% of visitors having visited Lowestoft on six or more occasions.
- 8.13 In the short term the continued prosperity of the local tourist industry depends upon Lowestoft's ability to continue to offer good value family holidays; to extend the season; to attract day visitors from other nearby holiday destinations and to a lesser extent its ability to attract a higher proportion of overseas visitors. In order to attract these visitors, Lowestoft must provide a modern tourist product. Tourist development in the town should build on the area's intrinsic qualities, diversify the range and type of attractions and capitalise on the area's maritime/fishing heritage to create an image distinct to Lowestoft. The general image and environment of Lowestoft also needs attention. To some extent this can be achieved through a comprehensive programme of upgrading the town's green areas, through the Greenways Strategy and the Lowestoft Initiative. In the long term Lowestoft's tourism business may take advantage of improved communications.
- 8.14 Tourism in Southwold is also based on its coastal location and the quality of its built and natural environment. It is a year round tourist destination, catering for weekend breaks and the summer season. A major issue here is the associated traffic and parking problems during the peak summer months. In the market towns of Halesworth, Beccles and Bungay tourism is primarily based on their historic qualities. For the latter two, location on the River Waveney and adjacent to the Broads also brings benefits from water related and recreation tourism.
- 8.15 Much of the District contains landscape and environment of great value, as evidenced by various environmental designations. Unfortunately, areas of great natural beauty are likely to attract large numbers of visitors who could spoil the ecological value of the sites they have come to see. This can be a particular problem where access to the coast is limited and little concession is made for the visitor as at Benacre, Easton Bavents and Covehithe. Improvements to the A12 could increase visitor numbers and consequently increase this problem.
- 8.16 The promotion of 'green' tourism is particularly relevant. This requires visitors to be more environmentally aware than in the past and to consider, for example, the alternatives to using the car to visit a particular beauty spot. It also involves making greater use of local

facilities and services, to help sustain the rural village, as opposed to driving to the nearest town.

- 8.17 The Local Plan primarily addresses the land use issues. Other issues, such as the conflict between access and conservation are more appropriately addressed through management strategies such as the District Council's Tourism Strategy and the Suffolk Coast and Heaths Management Plan. As far as this issue is concerned, the Tourism Strategy focuses on promoting off peak holidays to spread visitor numbers throughout the year and an improved rights of way network. The AONB Management Plan goes much further. It provides an integrated approach towards visitor management and improved access for low key sustainable forms of recreation such as walking, cycling and bird watching which reduce the pressure for additional facilities such as car parking. Developers will be expected to take into account the policies contained in such management plans and strategies.

Local Tourist Facilities

- 8.18 Accommodation - An EATB Position Statement for Waveney (1989) showed accommodation within the District to be dominated by caravan and camping sites which provide almost 65% of total accommodation. A further 25% is provided by holiday camps, 6% in serviced accommodation and 4% in self contained flats. The majority of the caravan and camping sites and all the holiday camps in the District, lie within the Corton to Kessingland coastal strip. Outside the Lowestoft area provision is primarily in the form of self contained flats and serviced accommodation. This is particularly so in Southwold where second homes make up 15% of the total dwelling stock. Small caravan and camping sites are located throughout the rural areas.
- 8.19 Total accommodation stock at 1979 provided 14,722 bedspaces and although accurate data on current stock levels is not available it is likely that the number of bedspaces in 1993 is not substantially different. However there is outstanding planning permission for an 80 bed hotel and convention centre adjoining Tesco's in Gunton and to the south of Pakefield a planning permission for a major tourist accommodation development including a caravan park, chalets and a motel.
- 8.20 The past decade has seen a decline in the number of unlicensed hotels, guest houses and bed and breakfast accommodation found in the nation's seaside resorts, while the self-catering sector has increased. Consents given over the past decade indicate that Lowestoft has reflected this national trend. The conversion of the traditional guest house stock to self contained flats has become more frequent, while a number of consents have been given for improvement and minor extension to existing self catering establishments.
- 8.21 Attractions - Although the South Beach is a popular tourist attraction, there were 450,000 visitors to the Pleasurewood Hills theme park in 1992 and this makes it the second most popular commercial attraction in East Anglia. The East Point Pavilion opened in 1993 and achieved a million visitors within two and a half years. Other attractions include Somerleyton Hall, the East Anglian Transport Museum and the Suffolk Wildlife and Rare Breeds Park at Kessingland. Outside Lowestoft and its immediate area there are many attractions which are easily accessible to the car borne tourist based in Lowestoft and those actually staying in the more rural parts of the District.

- 8.22 Most tourists visit the market towns for their historic buildings, museums and specialist shops. More specific attractions include, Bungay Castle, Holton Post Mill, Norfolk and Suffolk Aviation Museum, Henham Walks, The Broads and the Blue Flag beach in Southwold. Each major town has its own summer carnival and more unusual events include the Model Yacht Regattas in Southwold, Open Crabbing Championships just across the River Blyth at Walberswick and the Henham Steam Rally in September. Others visit the area for its attractive countryside and villages and its wildlife and nature conservation value.

The District Tourism Strategy

- 8.23 'The Tourism Strategy for Waveney District Council' was approved by the Council in October 1993, following consultation with local organisations. It will be subject to periodic review. The document sets out the characteristics and importance of tourism in Waveney and the Council's enabling role. Although the Strategy refers to the use of land and development issues it is not a framework for deciding planning applications for tourist related development. The Strategy Mission Statement is :-

'To provide, to enable the provision of, and to market Waveney's tourism product to the maximum benefit of the community and visitors, to pay special regard to the financial, cultural and employment benefits, and the environmental costs that might result.'

- 8.24 The main objectives of the Tourism Strategy are, to maximise the economic and community benefits derived from tourism by encouraging investment in tourism facilities, the upgrading of accommodation, the improvement of infrastructure and services supporting the tourism industry and the generation of all year round tourism. The Strategy also recognises the importance of protecting and enhancing the natural and built environment for the benefit of the community and visitor alike.

- 8.25 The Strategy focuses primarily on tourism in Lowestoft, promoting the recently completed (March 1993) East Point Pavilion and proposes the development of specific attractions, such as Ness Point. It also highlights the growth in popularity of Southwold as a holiday resort for both long and short breaks. Traffic congestion during the summer months has been one of the consequences of this popularity and the Strategy seeks to address this issue through the promotion of off-peak holidays. As far as Beccles, Bungay and Halesworth are concerned they have a small share of the tourism market in the District. Of the three towns it is Beccles that benefits most, as a Broads cruiser destination. The Strategy does not consider these towns to have the infrastructure to support large scale expansion in the tourism market. It is also noted that the accommodation base is small and unlikely to change significantly in the near future. However, potential exists for these towns to benefit from a larger share of the day trip market, which can be developed by holding special events.

- 8.26 The Strategy recognises the growth in rural tourism and also the environmental problems that can result from the use of the car and the need for car parks. It therefore suggests the promotion of rural tourism through activities that do not involve the use of the private car, such as establishing more walking and cycle routes.

The Local Plan Objectives

- 8.27 The Local Plan addresses the land use related issues arising from the Tourism Strategy and translates them into planning policies. The policies provide the basis for deciding planning

applications for tourist related development. This Plan does not allocate large areas for holiday use as has been done in the past. There are substantial areas, particularly in Lowestoft, already in holiday use and an additional 85 acres of land which has outstanding planning permission for tourist related development. Furthermore, on environmental grounds there are no large sites available within the District that would be suitable for holiday development.

- 8.28 This Plan seeks to protect the existing tourist accommodation and facilities and to encourage their redevelopment and upgrading, especially along the Corton to Kessingland coastal strip. It also seeks to lengthen the tourism season and increase visitor numbers in this period through the provision of new tourist facilities and accommodation on sites of tourism value, particularly where it involves the reuse of farm buildings. Although most tourism within the District is focused on Lowestoft as the main seaside resort, Southwold and the inland market towns and rural areas have a great deal to offer. Farm holidays and short breaks in rural areas are increasingly popular and a valuable source of income to the farmers. The provision of tourist accommodation and facilities in the rural areas not only strengthens the existing tourist industry in the District but it can also play an important role in diversifying the rural economy.
- 8.29 General environmental improvements and greening initiatives will help improve the appearance of the market towns and in particular Lowestoft which has long suffered from image problems. The District Council is the principal owner of Lowestoft's primary tourist areas such as the sea front and North Denes and will endeavour to upgrade facilities and encourage suitable development where appropriate.

Objectives

- 1. To safeguard and strengthen the existing tourist industry by encouraging the redevelopment and where appropriate, the extension of existing facilities and provision of new tourist accommodation and facilities, subject to the appropriate transportation policies and policies to protect the environment.**
- 2. To widen the appeal of Lowestoft as a popular holiday resort by improving the image of the town and encouraging a diversification of leisure attractions based on the maritime/fishing heritage of the area (TM1-8).**
- 3. To lengthen the local tourist season by encouraging the development of leisure attractions which provide all weather entertainment or interest.**
- 4. To promote 'Green Tourism' by encouraging the provision of accommodation and facilities through the conversion of existing buildings in the rural areas and through the use of facilities, such as footpaths, that do not involve the use of the car (TM11, OS7, E4).**

Policies and Proposals

Corton to Kessingland Coastal Strip - Primary Tourist Areas

- 8.30 There are 7 distinct zones within the coastal strip which are of primary importance as existing or potential areas of tourist activity. An appraisal of these areas together with policies is provided as follows:
- 8.31 1. Corton - This area comprises the coastal strip extending from the northern boundary of the District south to Corton village. It is separated from the main Lowestoft tourist areas by the open expanse of the Gunton Warren Local Nature Reserve. The land north of Corton contains an existing caravan park for which consent has been granted to extend and the currently disused Corton Holiday camp at Stirrups Lane which could be developed as a caravan park. The area between the village of Corton and the coast extending southwards to the Gunton Denes contains a mixture of both serviced and self catering accommodation including chalets and permanent and touring caravan sites. Popular attractions of the area include Corton Beach and the nearby Pleasurewood Hills theme park.
- 8.32 The area between Hopton and Corton has been identified as being important as a Strategic Gap between settlements (Policy ENV4). The retention of the remaining areas of the coastal strip as open agricultural land is seen as being vital to avoid the gradual coalescence of the Lowestoft and Great Yarmouth urban areas in the longer term. There are few opportunities for further holiday development in or around Corton that would not encroach into either the Strategic Gap or Corton Wood Local Nature Reserve, neither of which would be acceptable on land use or environmental grounds. The District Council does however wish to encourage the upgrading of existing establishments and will normally view such proposals favourably.

TM1 WITHIN THE CORTON/HOPTON COASTAL STRIP THE DEVELOPMENT FOR TOURISM OR LEISURE PURPOSES WITHIN AREAS DEFINED ON THE PROPOSALS MAP WILL BE ACCEPTABLE, SUBJECT TO THE OVERALL AIM OF MAINTAINING THE STRATEGIC GAP (ENV4) AND THE CRITERIA SET OUT IN POLICIES TM13 AND TM14.

- 8.33 2. Gunton - This area includes Gunton Hall Holiday Camp and Pleasurewood Hills Theme Park to the north of the 'open break' (LOW1) identified between North Lowestoft and Corton. It also includes land to the east of the new Tesco store off Yarmouth Road (A12) part of which acts as an overflow car park and picnic area for Pleasurewood Hills. Permission has been granted in outline, for a garden centre and bowling alley on the remaining land. Excluded from this area is the most important part of Gunton Meadow, protected as a County Wildlife Site of special importance and a proposed Local Nature Reserve. Development should avoid having an adverse effect on this site and Corton Woods Local Nature Reserve. Subject to the guidance on appropriate uses (para 11.17) development should avoid encroaching into the 'open break' (LOW1).
- 8.34 Acceptable uses within the areas identified on the Proposals Map are those existing, where existing use rights apply and recreation uses, particularly those associated with tourism (including all-weather facilities). Gunton Hall has its own access off the Yarmouth Road (A12). Access to all other areas can be gained from the new road serving the Tesco store

which now links through to Pleasurewood Hills. Where appropriate, consideration should be given to the incorporation of public footpath and cycleway links within any future development of the land to the north of the residential area, Gunton Park estate.

TM2 DEVELOPMENT FOR TOURISM OR LEISURE PURPOSES WITHIN THE AREAS DEFINED ON THE PROPOSALS MAP WILL BE ACCEPTABLE. HOWEVER, ON THE UNDEVELOPED LAND SOUTH OF THE ACCESS ROAD TO THE TESCO STORE AND PLEASUREWOOD HILLS, PROPOSALS FOR RECREATION USES - PARTICULARLY THOSE ASSOCIATED WITH TOURISM - WILL BE ACCEPTABLE. PROPOSALS WILL BE SUBJECT TO THE AIM OF MAINTAINING THE 'OPEN BREAK' (LOW1) AND OTHER POLICIES FOR THE PROTECTION OF THE ENVIRONMENT.

- 8.35 3. North Denes/Sparrows Nest - Historically this was one of the principal tourist areas in the town. The area extends south from the North Denes to the Beach Industrial Estate. The western boundary is provided by the Conservation Area which includes the attractive Belle Vue Park and Sparrows Nest area. The Conservation Area also includes the old town at the top of the cliff down to the former net storage buildings and the net drying racks. Between the coast and the Conservation Area is the Denes caravan and camping site, adjacent to this is the Denes Oval Recreation Ground. South of the caravan park is the open area of the old net drying racks. Further south, beyond the net drying racks, on land now occupied by the industrial estate lies the site of the old Beach fishing village. The area is linked to the High Street by the 'scores', ancient pathways giving access up the cliff.
- 8.36 It has long been considered that the area has significant potential for tourism development particularly taking advantage of Lowestoft Ness, Britain's most easterly point and the maritime/fishing heritage which is still reflected by many of the buildings, the scores and the net drying racks. It is generally felt that continued use of the site solely as a camping ground and open space falls short of realising the area's potential and a comprehensive appraisal is suggested.
- 8.37 A series of improvements to the Denes area were agreed in conjunction with the proposal to extend the Birds' Eye factory, including restoration and re-location of the net-drying area and creation of a Denes historic heritage trail across the North Denes leading to Ness Point. A Euroscope will be constructed at Ness Point, indicating distances from Britain's most easterly point to other parts of the world. The creation of a feature, in the form of a 'Flotilla of Sails' monument on the sea wall opposite the North Denes heritage area, will further assist in promoting Lowestoft as Britain's most easterly town.
- 8.38 The present layout and design of the District Council owned static caravan park is not desirable in aesthetic terms. It is the Council's intention that the site should be redeveloped and upgraded but this may depend on the availability of private sector finance. The potential for further leisure development on the site of the demolished Sparrow's Nest Theatre and to extend the display area of the Maritime Museum will be considered in the detailed appraisal of the area.

- 8.39 There is considerable potential for the environmental regeneration of the area from Sparrow's Nest south to the Beach Industrial Estate. The former net storage buildings, several of which are of historic interest, make a significant contribution to the maritime heritage of Lowestoft. A mixture of uses lie within this area including industrial, residential and cafe uses. Several of the buildings remain derelict. A variety of new uses for these buildings is considered acceptable, provided proposals enhance or preserve the Conservation Area and historic buildings and add to the tourism appeal of this part of Lowestoft.
- 8.40 Clearly there are many factors that need to be taken into account in the proper development of the area. Development for holiday/tourist use would be most successful if the opportunities outlined above are implemented as part of a comprehensive package. The District Council, as the principal landowner, wishes to take a proactive role in ensuring that the area's special character and the opportunities it presents are exploited to the best advantage and not eroded by piecemeal development. As and when opportunities arise, it would also wish to encourage the relocation of existing uses not compatible with the conservation and tourism objectives for the area. To achieve this the District Council will, as a matter of urgency, undertake a comprehensive appraisal of the area from the North Denes to the net drying racks including Ness Point and the High Street Conservation Area with the aim of developing a strategy to realise the area's potential for environmental regeneration and tourism. The final document would take the form of Supplementary Planning Guidance.
- 8.41 Until such time as a comprehensive appraisal has been carried out, the Policy for this area will be one of generally encouraging tourism uses. In the Conservation Area, particularly the Whapload Road area, a mixture of uses will be acceptable provided they are compatible with the environmental regeneration of the area, and enhance the tourism appeal, whether through attention to the structural and visual fabric of historic buildings or through land use.

TM3 PROPOSALS WHICH SEEK TO ENHANCE THE TOURISM POTENTIAL OF THE AREA WILL BE ACCEPTABLE. WITHIN THE HIGH STREET CONSERVATION AREA AND IN PARTICULAR THE SITES FRONTING WHAPLOAD ROAD, A MIX OF USES INCLUDING TOURISM RELATED USES SUCH AS RESTAURANTS, RESIDENTIAL, RETAIL, OFFICE AND LIGHT INDUSTRY (B1) WILL BE ACCEPTABLE SUBJECT TO OTHER POLICIES IN THE PLAN, NAMELY ENVIRONMENTAL POLICIES TO PRESERVE OR ENHANCE THE CONSERVATION AREA AND HISTORIC BUILDINGS, HIGHWAY POLICIES AND STANDARDS, AND IMPACT ON THE AMENITIES OF THE PROPOSED AND EXISTING ADJACENT USES.

- 8.42 Implementation - Pending the comprehensive and urgent appraisal of the whole TM3 policy area, a development control guidance note will be prepared dealing with changes of use and conversion of the buildings between Lighthouse Score and the southern boundary of the Conservation Area.
- 8.43 4. The Central Area - This area comprises the 'Hub' of Lowestoft as identified by the Waterfront study. It is where the harbour, primary shopping area and most popular tourist attraction (South Beach) come together. The docks and outer harbour provide a special charm and reflect the economic heritage of the town.
- 8.44 This area provides the best opportunity to promote an image of Lowestoft based on the fishing and maritime heritage of the town. It is therefore important that the most is made of this area. Both the Tourism Strategy and the Lowestoft Initiative stress that the essential element for redevelopment, now the south pier has been reopened to the public, is the opening up of the dock side to give greater public access. One of the environmental improvements recently (1992) carried out through the Lowestoft Initiative has been the upgrading of the area between Pier Terrace and the harbour and the restoration of public access. Environmental improvements have also taken place in front of The Bridge House public house. While such initiatives are welcomed the District Council recognises that the area is first and foremost a working port. Proposals for development which would affect the efficient functioning of the port or its fishing or maritime heritage would not be acceptable.
- 8.45 Opportunities for development of this area revolve principally around the railway station site, the South Pier and the existing Royal Norfolk and Suffolk Yacht Club, and the ancillary areas adjacent to the harbour. The quayside areas adjoining the Port House, Pier Terrace and the Trawl Basin may provide opportunities for greater public access to the waterfront. The most important considerations include the preservation of the yacht club (a Grade II Listed Building) and its setting on Royal Plain and improving public access to the harbour and waterfront areas.

TM4 PROPOSALS WHICH ENHANCE THE POTENTIAL OF THE CENTRAL 'HUB' AREA OF LOWESTOFT FOR TOURISM OR LEISURE USES WILL BE ACCEPTABLE PROVIDED THAT:-

1.THEY INCLUDE A STANDARD OF DESIGN AND TOWNSCAPE WHICH COMPLEMENTS AND IS

SYMPATHETIC TO THE DISTINCTIVE SETTING AND HERITAGE OF THE AREA;

2.ADEQUATE PUBLIC ACCESS TO HARBOUR OR WATERFRONT AREAS IS PROVIDED;

3.THE EFFICIENT FUNCTIONING OF THE PORT AND ITS MARITIME AND FISHING HERITAGE ARE NOT AFFECTED.

- 8.46 Implementation - Whilst the above policy gives general guidance, a more detailed appraisal of the area has been carried out as part of the Tourism Strategy. Implementation may be through the Lake Lothing Project (See Lowestoft Chapter paras. 11.55-11.57) and the Lowestoft Initiative. At the end of 1995 £1.2 million of European Union Objective 5b funding was awarded to Waveney for the improvement of the Lowestoft yacht basin and the surrounding area. The project includes proposals for greater public access to the yacht basin, environmental improvements, measures to reduce the swell in the new marina, an area for historic ships, a new lifeboat station and improvements to the Yacht Club clubhouse. The scheme is a joint project between the Council, ABP, the Lowestoft Initiative, RNLI and the Royal Norfolk and Suffolk Yacht Club.
- 8.47 5. South Beach - As already stated, the South Beach is the most popular tourist facility in the District. 'Blue Flag' awards in 1989-91 and 1995 have helped to bolster the image of South Beach as one of the country's cleanest and safest beaches. A 'Golden Sandcastle' Award was also received and in 1991/92 the South Beach was awarded the English Tourist Board's Leo Award for the best beach, having the highest standards of tourist care and cleanliness in the country. In 1992-95 the Beach received the Tidy Britain Group Seaside Award.
- 8.48 The Local Plan (1984) acknowledged that the overall state of the seafront was far from satisfactory showing signs of age and exposure to sea and weather. The Plan suggested that improvements to the promenade were necessary. Since 1984 the District Council has invested substantially in environmental improvements in the vicinity of South Beach including landscaping, resurfacing and improved street furniture. In 1991 the Council commissioned a study of the South Front area. The study sought to provide family recreation and entertainment facilities for the benefit of visitors and residents to support the local economy and prevent the gradual deterioration of the area. Based on a series of proposals phased over a three year period, initiatives were put forward for upgrading facilities to enhance both tourism potential and the environment, whilst protecting its distinctive character. These initiatives, some of which have been implemented, are set out below:-
- 8.49 Royal Plain to Tides Reach - Part of the first phase of upgrading this area has recently been completed with the opening of the East Point Pavilion, an indoor tourist complex, on the site of the Old Royal Hotel adjoining Royal Plain. The Royal Green has been relocated on land to the south and continues to provide an area for open air exhibitions and other events. The equipped children's play area that previously occupied this site has now been moved next to Tides Reach.
- 8.50 Wellington Gardens - The second phase of the programme involves improvements to the gardens, toilets and walls and railings of adjoining properties. Improvements to Victoria

Terrace carried out by the owners and the new development to the east by Orwell Housing Association have already contributed to the upgrading of this area.

- 8.51 Claremont Pier to Cliff Road - Claremont Pier provides good facilities for locals and visitors but the pier itself is not accessible to the public because of its structural condition. The putting green has now been reinstated to its former condition and the cafe buildings have recently been renovated and reopened as a restaurant/cafe (1993). Improvements to the quality of landscaping and maintenance of the Claremont Pier car park have also now been completed.
- 8.52 Cliff Road to Kensington Road - Further availability of on street parking following the completion of the A12 Relief Road may allow consideration of development on the Cliff Road car parking area, which will need to respect the setting of the Kitchener Terrace. Kensington Gardens will undergo some refurbishment and improvement, including a new footpath.
- 8.53 The Esplanade - Improvements to lighting on The Esplanade have been carried out, but further ballustrading, paving and street furniture are necessary in the future. The likely cost of replacing the lifeguard station, chalets and shop below Kensington Gardens is very high, but is merited by their condition as a further phase to the programme.

TMS THE DISTRICT COUNCIL WILL EXPECT DEVELOPMENT OF THE AREA FROM ROYAL PLAIN TO KENSINGTON ROAD TO ENHANCE THE POTENTIAL OF THE AREA FOR TOURISM WHILST RETAINING ITS DISTINCTIVE CHARACTER.

- 8.54 Implementation - The Council will carry out a phased programme of improvements on land in its control. Development proposals in the area will be judged against the above policy and the objectives set out in the South Front Brief.
- 8.55 6. Lake Lothing - Although its main function is as a working port, the Lake Lothing area does offer some potential for tourism related development, particularly at its western (Oulton Broad) end. At present there is limited opportunity for public access. This has hindered tourist related development in an area that could be of interest to visitors. In the past boat trips have been available, leaving from near Pier Terrace for excursions to Oulton Broad. Both the Lowestoft Initiative and the Tourism Strategy propose re-establishing such a venture. The proposed cycle route between Oulton Broad and Lowestoft along the north side of Lake Lothing would also improve links between these two centres and enhance public access. Following the completion of the new bridge at Mutford Lock there is now improved access to land adjoining Victoria Road and Bridge Road and any development which takes place should be of a high quality to reflect its prominent position.
- 8.56 Further opportunities for tourism development adjacent to Lake Lothing may now occur as a result of the recent renovation of Mutford Lock to a fully operational accessway in and out of Oulton Broad. This will allow Lowestoft to more fully capitalise on the 'Oulton Broad market' of boating holiday makers, as boat users would be able to use Lake Lothing to get to the open sea. More importantly, however, easier access to the Broads may result in pressure for the development of boat related uses in the Lake Lothing area which would supplement those already available around Oulton Broad. Structure Plan Policy REC4 identifies the Lake Lothing/Oulton Broad area of Lowestoft as appropriate for additional

moorings, subject to their implications for the volume of motorised traffic on the Broads. The Oulton Broad Study identified a range of proposals to promote the area's tourism potential including a tourist information centre and improvements to Bridge Road. As and when resources allow, the Broads Authority proposes to construct a tourist information centre on land to the west of Mutford Lock.

- 8.57 There are already some tourist related uses at the western end of Lake Lothing and as outlined above pressure for further tourism and boat related uses is likely. The District Council wishes to balance competing land uses in the area and seeks to safeguard the eastern part of Lake Lothing for port related industry. Tourism uses will be encouraged west from Stanley Road and on a small water front area to the south of the footpath on the northern shore. Acceptable uses include moorings and commercial uses such as restaurants and shops. Residential development will also be acceptable providing it forms part of a comprehensive scheme to enhance the environment and tourism potential of the area. Uses should focus on the water frontage where possible and generally upgrade the environment in the interests of local residents and tourists. Access to many sites in the area is currently unsatisfactory and would need improving in conjunction with new development, which should be carried out comprehensively rather than on a piecemeal basis. The effect on the broads including the generation of additional motor craft will be taken into account in evaluating proposals.

TM6 REDEVELOPMENT FOR TOURIST RELATED USES WILL BE ACCEPTABLE ON SITES ADJACENT TO THE WESTERN END OF LAKE LOTHING PROVIDED ACCEPTABLE ACCESS IS AVAILABLE AND THE USE ENHANCES THE LOCAL ENVIRONMENT.

- 8.58 Implementation - The District Council will liaise with the Broads Authority regarding applications involving any increase in boat numbers. The recent designation of certain wards in Lowestoft with Objective 5(b) status (January 1994) may provide opportunities for financially assisting schemes in this part of the town.
- 8.59 7. The Pakefield/Kessingland Coastal Strip - The Pakefield to Kessingland coastal strip contains a mixture of land uses. Immediately south of Pakefield is the Ministry of Defence rifle range, whilst further south is the large Pontin's holiday complex and several smaller holiday establishments. These uses are interspersed by open countryside which remains largely in agricultural use.
- 8.60 The previous Local Plan (1984) allocated two sites between the existing holiday establishment of Pontin's and Heathland Caravan Park and planning consent has now been granted for a mixture of holiday/leisure uses. This has tended to consolidate the holiday development to a particular section of the coastal strip and has enabled green wedges to be maintained south of Pakefield and north of Kessingland. Indeed, this was one of the objectives of an earlier informal plan, the Kessingland Village and Coast Policy Statement 1971.
- 8.61 The open countryside between Cliff Farm Lane and Kessingland has particular importance and has been defined as a Strategic Gap on the proposals map (ENV4). However there are other, smaller gaps in development which are important to retain in order to avoid the appearance of continuous development in what is a sensitive coastal area.

- 8.62 Adequate provision for additional tourism related development has been made in recent years with outstanding planning permission for more than 200 self catering units, some serviced accommodation and ancillary leisure facilities within the coastal strip. The Council does, however, wish to encourage the improvement and upgrading of existing establishments and therefore redevelopment within the existing areas of tourism development will normally be acceptable. It is important that development in these areas should be well screened along the seaward and A12 boundaries in order to avoid the impression of an unbroken ribbon of development from Kessingland to Pakefield. Extensions which encroach into areas identified by Policy ENV4 as strategic gaps will not be permitted. It will also be necessary to resist new development or extensions within the area identified as an erosion risk zone (ENV15 and Appendix 4).

TM7 WITHIN THE PAKEFIELD/KESSINGLAND COASTAL STRIP THE DEVELOPMENT OR REDEVELOPMENT FOR TOURISM OR LEISURE PURPOSES WITHIN AREAS DEFINED ON THE LOWESTOFT AND KESSINGLAND INSET MAPS WILL BE ACCEPTABLE, SUBJECT TO POLICY ENV15 CONCERNING COASTAL EROSION. ANY DEVELOPMENT WILL BE SUBJECT TO THE OVERALL AIM OF MAINTAINING THE STRATEGIC GAP (ENV4) AND SHOULD BE SEPARATED FROM THE A12 AND THE CLIFF EDGE BY A 70 METRE (200 FT) WIDE BELT OF OPEN SPACE AND AMENITY AREAS.

Holiday Development in Kessingland

- 8.63 Most holiday development in Kessingland is concentrated to the east and south of the village. It consists primarily of the Kessingland Beach Holiday Village, the Caravan Club Touring Caravan Site on Beach Road and holiday cottages/chalets on Green Lane and Bethel Drive.
- 8.64 The cottage/chalet developments on Green Lane and Bethel Drive are well contained between existing residential development and the cliff. There are no opportunities for expansion beyond these boundaries. Proposals to convert these chalets to permanent residential accommodation will be resisted (Policy TM12).
- 8.65 Kessingland Beach Holiday Village at the southern end of Beach Road consists of chalets and static caravans. Touring caravans are permitted to use an area of land to the west of the main site during the months of July and August. The Holiday Village occupies an important site. Immediately to the south and west is the Suffolk Coast and Heaths AONB, whilst the cliffs and dunes to the east form part of the Benacre to Eastern Bavents Site of Special Scientific Interest (Policies ENV1 and ENV5). Planning consent was granted in 1991 for an additional 39 static caravans which will slightly extend the site into the AONB. Additional encroachment beyond the boundary of this permission will not be permitted. Redevelopment within the site may, however, be acceptable provided there is no significant visual impact on the AONB.

TM8 REDEVELOPMENT AND ADDITIONS TO EXISTING PERMANENT HOLIDAY DEVELOPMENT WITHIN THE KESSINGLAND BEACH HOLIDAY VILLAGE, AS DEFINED ON THE KESSINGLAND INSET MAP, MAY BE PERMITTED PROVIDED THERE IS NO SIGNIFICANT VISUAL IMPACT ON THE AREA OF OUTSTANDING NATURAL BEAUTY AND THE COASTAL LANDSCAPE.

The Conversion of Properties to Guest Houses in Lowestoft

- 8.66 The East Anglian Tourist Board Study (1989) found that the majority of visitors to the Lowestoft area stay in self-catering accommodation or holiday camps. The changing nature of holidays has tended to lead to a decline in the number of traditional guest houses and bed and breakfast establishments. Outside primary tourist areas (such as Lowestoft seafront) there has been a tendency for conversion of guest houses to more permanent residential accommodation or hostel use. Nevertheless, hotels and guest houses continue to provide necessary serviced accommodation for visitors and business customers. Large houses continue to be in demand for such uses.
- 8.67 Most applications received for hotel or guest house use relate to the main tourist areas (e.g. Marine Parade and the 'Terraces'). To ensure that adequate facilities are provided and to avoid a detrimental effect on residential amenity, properties suitable for guest house use will tend to be of above average size (usually above 160 sq.m floor area), with adequate car parking. They should not be located within mainly residential areas characterised by family housing where the introduction of such a use may have a detrimental effect on the area. In addition, in areas where saturation policies seek to restrict flat/HMO conversions (under Policy H14), the District Council will normally wish to restrict changes of use which result in a loss of family housing.

TM9 IN LOWESTOFT, APPLICATIONS TO CONVERT PROPERTIES TO HOTEL OR GUEST HOUSE USE WILL BE ACCEPTABLE PROVIDED THAT:

- 1. THE PROPERTY IS OF ABOVE AVERAGE SIZE (ie ABOVE 160M² ORIGINAL FLOORSPEACE) TO ENSURE THAT ADEQUATE FACILITIES FOR OWNERS AND GUESTS CAN BE PROVIDED;**
- 2. NO SIGNIFICANT LOSS OF RESIDENTIAL AMENITY WOULD RESULT;**
- 3. APPROPRIATE ACCESS AND CAR PARKING CAN BE PROVIDED;**
- 4. THE PROPERTY IS NOT WITHIN AN AREA WHERE POLICY H14 IS SEEKING TO RETAIN FAMILY HOUSING.**
- 5. THE PROPERTY IS NOT WITHIN A RESIDENTIAL STREET COMPOSED WHOLLY OR MAINLY OF FAMILY HOUSES.**

Rural/Farm Holidays

- 8.68 Farm holidays and short breaks are becoming increasingly popular and are important in promoting tourism in rural areas. This type of tourism can provide an important means of supporting the local economy, not so much in terms of new jobs created, but additional income generated both to the farms themselves and to shops and other services. These holidays are mainly bed and breakfast for those touring by car or bicycle. Planning permission will be required depending on the intensity of the use. Self-catering accommodation in converted farm buildings or activity holidays such as horse riding, will

require planning permission and a favourable consideration will normally be given. Proposals that involve the conversion of farm buildings will be assessed against the criteria in Policy E6 of the Industry and Employment chapter. In appropriate circumstances conditions will be imposed on planning permissions to ensure the accommodation is only occupied for holiday purposes.

TM10 PROPOSALS FOR TOURIST ACCOMMODATION AND FACILITIES IN THE RURAL AREAS WILL BE GRANTED SUBJECT TO THE APPROPRIATE TRANSPORTATION POLICIES AND POLICIES FOR THE PROTECTION OF THE ENVIRONMENT.

Caravans and Camping

- 8.69 Touring Sites - Sites for touring caravans and tents make a valuable contribution to the provision of affordable holiday accommodation. The only District Council run sites are at North Denes, Lowestoft (700 pitches) and Southwold (150 pitches). Privately run sites are located throughout the District.
- 8.70 Planning permission is not required where a certificate has been issued by an exempted organisation, such as the Caravan Club, if not more than five caravans at a time are stationed on the site. There are eighteen Caravan Club certificated sites within the District, including larger sites that have required planning permission. The growth in demand for this type of tourist accommodation in the rural areas has recently resulted in an increase in the number of planning applications and enquiries to expand the small sites. Small sites, provided they are adequately screened and restricted to use from April to October, can be absorbed into the countryside without too much difficulty. However, large sites (more than 15 pitches) can appear intrusive in the landscape and particularly within the Heritage Coast and AONB. They also bring a demand for further permanent buildings to accommodate washrooms and other facilities which can be prominent in the countryside.

TM11 NEW, AND EXTENSIONS TO, SMALL SCALE TOURING CARAVAN AND CAMPING SITES (UP TO 15 PITCHES) WILL BE APPROVED SUBJECT TO THE FOLLOWING CRITERIA:

- 1.THE SITE IS WELL LANDSCAPED AND WILL NOT EFFECT OR BE INTRUSIVE IN AREAS OF LANDSCAPE OR ECOLOGICAL IMPORTANCE;**
- 2.THE SITE IS NOT SITUATED WITHIN THE HERITAGE COAST;**
- 3.ASSOCIATED PERMANENT BUILDINGS CAN BE SATISFACTORILY ACCOMMODATED IN THE LANDSCAPE;**
- 4.THERE ARE SATISFACTORY DRAINAGE ARRANGEMENTS AND HIGHWAY ACCESS AND AN ADEQUATE LOCAL ROAD NETWORK;**
- 5.THE PROPOSAL WILL NOT HAVE A MATERIALLY ADVERSE EFFECT ON THE AMENITIES OF LOCAL RESIDENTS.**

APPLICATIONS FOR NEW AND EXTENSIONS TO LARGE SCALE TOURING CARAVAN AND CAMPING SITES (MORE THAN 15 PITCHES) WILL BE ASSESSED AGAINST THE ABOVE CRITERIA BUT WILL NOT BE PERMITTED WITHIN THE AONB.

- 8.71 Caravan Rallies - There are several caravan rallies held throughout the year in the Plan area, particularly around Beccles and Southwold. A maximum period of five days for the rallies is automatically allowed to exempted organisations. In order to protect visually sensitive areas, such as the AONB and Heritage Coast, planning permission for rallies longer than five days in these areas will usually be resisted. Applications will be assessed against the above policy TM11.
- 8.72 Static Caravan, Chalet and Cabin Sites - Static caravan sites, chalets and cabins can provide an important source of affordable accommodation. Tourism and hence the local economy, particularly in the Lowestoft area, benefit significantly from the existing provision of this type of accommodation usually situated in key tourism locations close to the coast. Given that, on environmental grounds, there are few areas where large scale holiday development is acceptable it is important to safeguard the existing provision from pressure for other uses, namely permanent residential use. In addition, the design and layout of this type of holiday accommodation is usually to a lesser standard, particularly in terms of access, parking and private amenity space, than would be expected for permanent residential use.

TM12 PROPOSALS FOR THE CHANGE OF USE OR REDEVELOPMENT FOR NON TOURIST RELATED USES OF EXISTING PERMANENT HOLIDAY ACCOMMODATION WILL NOT BE PERMITTED.

- 8.73 It is anticipated that the national growth in long stay rural tourism will result in increasing pressure for static caravan, chalet or cabin sites in the District. In assessing planning applications for new, or extensions to existing sites, particular consideration will be given to the impact on the landscape, especially during the winter months when the trees are bare. As with touring sites, the small sites are easier to absorb into the landscape but it is likely that there are fewer locations, particularly within the rural areas, where the District Council will find the provision of this type of accommodation satisfactory. In particular, this type of development will not be permitted in sensitive locations such as the AONB and the Heritage Coast. Where development is acceptable a high standard of design and layout will be expected.

TM13 NEW, OR EXTENSIONS TO EXISTING, STATIC CARAVAN, CHALET AND CABIN SITES WILL ONLY BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:

- 1. THE SITE IS NOT SITUATED WITHIN THE AONB, HERITAGE COAST, SPECIAL LANDSCAPE AREA OR ON LAND ADJACENT THAT WOULD BE DETRIMENTAL TO THESE AREAS;**

2.THE SITE IS WELL CONTAINED IN THE LANDSCAPE; THE LAYOUT RETAINS TREES, OTHER NATURAL ON-SITE FEATURES, (OR PROVIDES COMPENSATORY PLANTING AND OTHER NATURE CONSERVATION MEASURES ELSEWHERE WITHIN OR NEAR THE SITE); AND SUPPLEMENTARY LANDSCAPING INTEGRATES THE DEVELOPMENT WITH ITS SURROUNDINGS AND CREATES A HIGH QUALITY ENVIRONMENT WITHIN THE SITE;

3.THE SITE WILL NOT SIGNIFICANTLY AFFECT AREAS OF WILDLIFE VALUE;

4.THERE ARE SATISFACTORY DRAINAGE ARRANGEMENTS AND MAINS SERVICES; HIGHWAY ACCESS AND AN ADEQUATE LOCAL ROAD NETWORK; AND CAR PARKING IN ACCORDANCE WITH THE COUNCIL'S ADOPTED STANDARDS;

5.THE PROPOSAL WILL NOT HAVE A MATERIALLY ADVERSE EFFECT ON THE AMENITIES OF LOCAL RESIDENTS. THE PROVISION OF ON-SITE COMMERCIAL, RECREATIONAL OR ENTERTAINMENT ACTIVITIES SHOULD FORM AN INTEGRAL PART OF THE SCHEME AND BE LOCATED SO AS NOT TO CAUSE INCONVENIENCE TO OTHER USES IN THE LOCALITY;

6.THE PROVISION OF A VARIETY OF ACCOMMODATION TYPES AND DENSITIES AND INFORMAL LAYOUT GROUPINGS, HAVING REGARD TO THE SIZE AND CHARACTER OF THE SITE AND ITS SETTING.

7.THE CHOICE OF EXTERNAL AND HARD SURFACING MATERIALS AND THE USE OF COLOUR WILL BE DICTATED BY THE NEED TO ENSURE THAT VISUAL HARMONY IS ACHIEVED BOTH WITHIN THE SITE AND WHEN VIEWED FROM OUTSIDE THE SITE'S BOUNDARIES;

8.THAT PROPOSALS TAKE INTO ACCOUNT THE NEED FOR CRIME PREVENTION MEASURES AND ACCESS FOR DISABLED PEOPLE.

Redevelopment of Existing Holiday Accommodation

8.74 Although this Plan does not allocate new areas for caravan/chalet development, the District Council does encourage a high quality of development for proposals to redevelop and upgrade existing holiday accommodation sites in response to market demands.

8.75 The majority of accommodation within the District and particularly in the Lowestoft area is provided by caravans and chalets. Such development usually occupies large areas of land in some very prominent locations. The District Council wishes to ensure that

redevelopment of such accommodation would improve the appearance of the sites and help create a better image for the town's tourist industry. A high standard of layout and design is therefore expected.

TM14 THE REDEVELOPMENT OF EXISTING HOLIDAY ACCOMMODATION SITES FOR TOURISM OR LEISURE PURPOSES WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:

- 1. THE QUALITY OF LANDSCAPING AND ITS CONTRIBUTION TO THE INTEGRATION OF THE SITE INTO ITS SURROUNDINGS AND THE CREATION OF A HIGH QUALITY ENVIRONMENT THROUGHOUT THE SITE;**
- 2. DESIGN AND LAYOUT OF ALL DEVELOPMENTS SHOULD BE SYMPATHETICALLY DESIGNED TO RETAIN TREES AND OTHER NATURAL ON-SITE FEATURES OR TO PROVIDE COMPENSATORY PLANTING AND OTHER NATURE CONSERVATION MEASURES ELSEWHERE WITHIN OR NEAR THE SITE;**
- 3. THE PROVISION OF A VARIETY OF ACCOMMODATION TYPES AND DENSITIES AND INFORMAL LAYOUT GROUPINGS HAVING REGARD TO THE SIZE AND CHARACTER OF THE SITE AND ITS SETTING;**
- 4. THE PROVISION OF ON-SITE COMMERCIAL, RECREATIONAL OR ENTERTAINMENT ACTIVITIES SHOULD FORM AN INTEGRAL PART OF THE SCHEME AND BE LOCATED SO AS NOT TO CAUSE INCONVENIENCE TO OTHER USES IN THE LOCALITY;**
- 5. THE CHOICE OF EXTERNAL AND HARD SURFACING MATERIALS AND THE USE OF COLOUR WILL BE DICTATED BY THE NEED TO ENSURE THAT VISUAL HARMONY IS ACHIEVED BOTH WITHIN THE SITE AND WHEN VIEWED FROM OUTSIDE THE SITE'S BOUNDARIES;**
- 6. ALL DEVELOPMENT MUST HAVE SATISFACTORY ACCESS AND PROVISION FOR CAR PARKING IN ACCORDANCE WITH THE COUNCIL'S ADOPTED STANDARDS;**
- 7. ANY PROPOSAL INVOLVING STATIC CARAVANS SHOULD PROVIDE FOR MAINS SERVICES TO EACH UNIT OF ACCOMMODATION;**
- 8. THAT PROPOSALS TAKE INTO ACCOUNT THE NEED FOR CRIME PREVENTION MEASURES AND ACCESS FOR DISABLED PEOPLE.**

Caravan/Chalet Occupancy

8.76

Static caravans, chalets and cabins are generally not suitable for permanent occupation, because their design and layout provide inadequate parking, lack of privacy and/or substandard infrastructure and services. Furthermore, permanent occupancy of holiday accommodation can alter the character of holiday areas, result in the loss of sites in key tourism locations and be harmful to the interests of tourism generally. Therefore, conditions will normally be attached to permissions for such development. On sites where the caravans or chalets are not constructed and equipped for winter occupancy, the period of the year during which units can be occupied will be restricted. Where the units are suitable for winter occupancy, holiday occupancy conditions will be imposed. For relevant applications in the coastal erosion risk zone, the 'closed season' may in some cases need to be extended, based on the advice of the Director of Community Services.

TM15

ON SITES WHERE PERMANENT CARAVANS, CHALETS OR CABINS ARE NOT CONSTRUCTED AND EQUIPPED TO A STANDARD ADEQUATE FOR WINTER OCCUPANCY THEY SHOULD BE UNOCCUPIED BETWEEN THE PERIOD 31ST OCTOBER TO 31ST MARCH OR EASTER (WHICHEVER IS THE EARLIER).

ON SITES MEETING THE COUNCIL'S ADOPTED CARAVAN LICENCE STANDARDS AND WHERE CARAVANS OR CHALETS ARE CONSTRUCTED AND EQUIPPED TO A STANDARD SUITABLE FOR WINTER OCCUPANCY, THEY WILL BE SUBJECT TO A HOLIDAY OCCUPANCY CONDITION.

9. COMMUNITY FACILITIES & SERVICES

Introduction

- 9.1 This chapter refers to the wide range of facilities and services which are used by local residents and which improve social life in the District. As the population of the area grows, so does the demand for community facilities.
- 9.2 The District Council cannot guarantee the provision of facilities outside its direct control. The Council can however allocate the land required for facilities such as community halls. Implementation of these projects depends on the priorities and availability of resources of the providing organisations whether, public, private or voluntary.

National Guidance

- 9.3 The Government has divided the responsibility for providing various community facilities between county and district councils. Suffolk County Council is responsible for providing education, libraries, social services, waste disposal and gypsy sites. The District Council has provided sports and recreation facilities, community halls, cemeteries, allotments and waste collection, whilst the Regional Health Authority has overall responsibility for health care. Government legislation has brought about many changes and uncertainties in the provision of community facilities.

The Structure Plan Context

- 9.4 The planning of education provision is carried out by the County Council in its role as Education Authority, rather than through Structure Plan policies. Where appropriate, land requirements for County Council services have been incorporated within this Plan.
- 9.5 Changes in education include Local Management of Schools, Grant Maintained Schools, a trend towards centralisation and raising the size of schools to gain from economies of scale. These changes may mean schools need extra land or buildings or need to dispose of surplus land or buildings.
- 9.6 In the Health Service, the policy of encouraging "Care in the Community" for groups such as mentally handicapped, physically disabled and mentally ill people has led to the closure of large institutions and to the conversion of properties to smaller community care homes (for which planning permission is usually required).
- 9.7 Constraints upon public expenditure have resulted in public authorities seeking the provision of, or contributions toward community facilities and infrastructure required in connection with new developments by the private sector. Current guidelines on planning obligations, as set out in the Suffolk Planning Authorities Guidance Note (May 1993) require that such facilities are fairly and reasonably related to the development and are needed for it to go ahead.

Rural Development Area

- 9.8 A large part of the District is included in the Suffolk RDA. Within this area the Rural Development Commission targets resources, primarily through its Rural Development Programme, to assist the development of social and community facilities and services, and economic development. Priority is given to projects that are targeted towards elderly and

disabled people and their carers, young people, women and people with low incomes. The District has benefitted through such projects as Ilketshall St Andrew village hall, the Beccles, Bungay and Halesworth CAB, Southwold Volunteer Centre and industrial workshops in Reydon. In addition the Community Development Fund supports, through grant aid, new community projects. Examples of assisted projects include Wissett carpet bowls, Bungay Social Car Service and Ilketshall St Andrew play area.

- 9.9 Suffolk ACRE also administer a number of grants for community initiated projects across the County. These include the Rural Initiative Fund, a Rural Arts Fund and the Rural Action for the Environment grants.

Local Issues

- 9.10 The main local issues covered by the Plan include the distribution of health facilities, school sites, cemetery space and the lack of community facilities in the outer housing areas of Lowestoft and the market towns. Recent housing growth has put pressure on certain facilities in towns and provision has not kept pace, whilst other facilities such as village shops and post offices have been lost from the rural areas. Other local issues include the need to rebuild and repair existing village halls and the provision of residential day care.

Objectives

1. **To ensure that existing sites are protected and to reserve sites to provide new facilities required. (CF1,5,6,)**
2. **To seek provision of appropriate community facilities in association with all major developments. (CF4,5)**
3. **To provide development control guidance regarding new proposals (e.g. community care homes) and redevelopment of existing sites. (CF3)**

Policies and Proposals

Education

9.11 The District is served by Lowestoft College of Further Education and a three tier system of primary schools, middle schools and high schools. In some cases new schools will be required as a result of increases in population associated with new housing developments, or to replace older school buildings. Land will also be needed to extend certain school sites which are restricted in size or expected to lose playing fields following construction of the South Lowestoft Relief Road. Changing requirements for school provision have led to certain sites designated in the previous Lowestoft and North Waveney Local Plan (1984) no longer being required.

9.12 North Lowestoft - Additional demands for school places in North Lowestoft are largely being met in the vicinity of Benjamin Britten High School. In 1995 the playing fields area was extended to the north of the high school and a new middle school was constructed to the south. The primary school proposed to the south of this site (CF1.1) replaces an earlier proposal to build a primary school in Crestview Drive. A new primary school within the Parkhill development (CF1.2) is proposed to serve this new housing area and the timing of construction will depend on the rate of housing development. Possible realignment of the Northern Spine Road may affect the precise location of this school. The County Education Officer has indicated that a new primary school may be required as part of the Woods Meadow Development (H6.1), should this development progress at a faster rate than that at Parkhill. This being the case, the Parkhill site may be surplus to requirements.

9.13 South Lowestoft - The Education Authority considers that demand for high school and middle school places can be met within existing sites in South Lowestoft. Extensions to the Kirkley Middle School playing field and the retention of the playing field adjoining the Warren Special School (CF1.3) are likely to be required. A new primary school at Uplands Road, opened in September 1993, caters for pupils within the new housing areas in Carlton Colville. An adjoining wooded area is expected to be retained for environmental study purposes. The primary school site adjoining Pakefield Park in Kirkley (CF1.4) will be retained for eventual replacement of Fen Park Primary School.

- 9.14 The Market Towns - It is unlikely that there will be a need for any additional schools as a result of increases in population associated with new housing developments, but extensions to existing schools may be necessary. An extension to the site of Worlingham Church of England Voluntary Controlled Primary School is reserved, to be developed by the school for Environmental Studies purposes and possibly for a new playing field (CF1.5). A very small site is proposed for an extension to Kessingland Primary School playing field (CF1.6).

- 9.15 The following educational developments are proposed within the District :-

CF1 THE FOLLOWING SITES ARE ALLOCATED FOR NEW SCHOOLS OR EXTENSIONS TO EXISTING SCHOOLS AS APPROPRIATE:

Primary Schools

- 1.1 A SITE OF 1.4 HA (3.5 ACRES) TO THE SOUTH OF THE FOXBURROW MIDDLE SCHOOL/BENJAMIN BRITTEN HIGH SCHOOL SITE, LOWESTOFT;**
- 1.2 IN THE PROPOSED NEW HOUSING AREA SOUTH OF PARKHILL AND WEST OF THE PROPOSED NORTHERN SPINE ROAD, LOWESTOFT;**
- 1.3 A SITE OF 1 HA (2.4 ACRES) TO THE SOUTH OF BECCLES ROAD ADJOINING THE WARREN SPECIAL SCHOOL, LOWESTOFT IS TO BE RETAINED AS PLAYING FIELD;**
- 1.4 A SITE OF 1.6 HA (3.9 ACRES) ADJOINING PAKEFIELD PARK, LOWESTOFT;**
- 1.5 A 0.43 HA (1.06 ACRE) EXTENSION TO WORLINGHAM PRIMARY SCHOOL PLAYING FIELD.**
- 1.6 A SITE OF 0.1 HA (0.25 ACRES) ADJACENT TO KESSINGLAND PRIMARY SCHOOL FOR A PLAYING FIELD EXTENSION.**

- 9.16 Implementation - To be undertaken by Suffolk County Council as the Education Authority.

Former School Sites

- 9.17 There have been several school closures over the past few years. These include the primary schools in Gorleston Road Lowestoft, Flixton, Wrentham and Henham and the high school in Reydon. The Gorleston Road site has been identified in this Plan for housing (H6.7) the majority of which is now complete and the Flixton and Henham schools have both received planning permission for residential use. No further closures are currently programmed.
- 9.18 In addition to providing an educational function, schools can also serve as a focus for local social and community activities. It is important that when a school closes, its potential for reuse as a community facility is given consideration. In accordance with PPG 17 guidance, the reuse of the playing fields of redundant school sites will always be considered in the first

instance for community and recreation uses. This will require a local assessment of need (Policy OS2).

- 9.19 The District Council, in conjunction with the County Council has prepared a Development Brief for the former Reydon High School (March 1994). In line with PPG17 guidance, it is intended that the playing fields will be retained for community use. Four options for the future use of the buildings have been put forward, with the preferred use being community and workshop uses. The premises are currently used by the Community Education Service and various sports and community groups.

Childcare Facilities

- 9.20 The Children's Act 1991 indicates that it is unreasonable for children under eight to be responsible for themselves whilst parents are at work. The child care needs of mothers returning to work or one parent families can be met in purpose built or converted buildings (e.g. schools or nurseries), at the parents work place or a childminder's house. Due to future population trends (i.e. fewer school leavers) and the increase in women returning to work, child care facilities are likely to be a growing area of need. The District Council will encourage the provision of childcare facilities in leisure and employment generating developments.
- 9.21 Planning applications will not be required for childcare within a residential property if all of the following criteria apply :-
- (i) No more than five children are accommodated (in addition to the childminder's own children) within any 24 hour period
 - (ii) Only people resident in the dwellinghouse are employed
 - (iii) There is no external evidence of the use including advertisements
- 9.22 Where childcare facilities are provided it will be important to ensure that they are in safe locations for children and do not result in loss of neighbour amenity or traffic problems.

CF2 PLANNING PERMISSION WILL BE GRANTED FOR CRECHE, NURSERY, AND SIMILAR CHILDCARE FACILITIES PROVIDING THEY DO NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON THE AMENITY OF NEIGHBOURING PROPERTIES, PARKING AND HIGHWAY SAFETY.

Health

- 9.23 The District is served by the James Paget District General Hospital at Gorleston, with limited facilities at the Lowestoft and North Suffolk Hospital in Alexandra Road, the Beccles and District War Memorial Hospital, the Patrick Stead Hospital in Halesworth and the Southwold and District Hospital. More specialist facilities are provided by the All Hallows Hospital in Ditchingham, Norfolk. All the hospitals in Waveney District are now managed by the Anglian Harbours NHS Trust. The James Paget Hospital has acquired other Trust status.
- 9.24 The Regional Health Authority have recently completed a community health care development, Carlton Court, for elderly people with learning disabilities on 2.5 hectares (6.5

acres) of land at Hollow Lane/St Peters Road in Carlton Colville. The Anglian Harbours Trust has closed Lothingland Hospital in Oulton. The most appropriate re-use would be a residential institutional use and a small element of specialised accommodation (Policy LOW12).

Doctors' Surgeries

- 9.25 Doctors' surgeries can be found in all the main towns and large villages within the District, with branch surgeries located in several rural parishes.
- 9.26 The north of Lowestoft has sufficient capacity at existing doctors' surgeries at Crestview Drive and Oulton to serve both the existing population and proposed new housing developments in the north west. In south Lowestoft and Carlton Colville capacity is available at existing surgeries at Ashburnham Way and the Andaman Surgery at Rosedale Park to serve proposed new housing developments in the area, but Suffolk Family Health Services Authority is keeping the situation under review.
- 9.27 Suffolk Family Health Services Authority have indicated that, along with the GP Practice, over the next two to three years, they will be looking for a site for the building of a new doctors surgery in the Bungay area. The Beccles Practice have identified that a new surgery may also be necessary in Worlingham. A new doctors' surgery within the grounds of the Patrick Stead Hospital, Halesworth, was opened in January 1996.

Care in the Community

- 9.28 Due to the effects of an ageing population there will be an increasing demand for specialised housing for the elderly and disabled persons within the Plan period. This is likely to be met to some extent by District Council, Housing Association and Health Authority provision, although voluntary agreements could be sought from developers to provide specialised housing within new housing developments (e.g. with Housing Association involvement).
- 9.29 Through the Community Care Act 1990, the Government encourages care in the community. Policy H5 in the housing chapter encourages the provision of accessible and adaptable housing for the elderly and disabled persons. In addition to specialised housing, this will involve the conversion of properties to provide small community care homes to help fill the gaps left by the closure of large institutions for people with learning disabilities, physical disabilities and mental health needs. As well as registration with the District Health Authority, or Social Services Department as appropriate, planning permission will usually be required for the conversion of a residential property, where a significant element of nursing/care (i.e. requiring the attendance of one or more nursing staff) is involved. The intention is for the residents to live as normal a life as possible. Thus, whilst the effect on residential amenity and parking of additional staff and delivery vehicles will need to be considered for a small community care home (e.g. up to 3/4 persons), this will be very similar to the use by a single family household in land-use planning terms. However, it is not anticipated that conversions should be concentrated in particular areas.

CF3 THE CONVERSION OF RESIDENTIAL PROPERTIES TO COMMUNITY CARE HOMES WILL BE PERMITTED PROVIDED THAT, IN THE CASE OF LARGER HOMES (WITH FOUR OR MORE RESIDENTS), NO SIGNIFICANT ADVERSE EFFECT TO RESIDENTIAL AMENITY OR PARKING PROVISION IS CAUSED.

Libraries

- 9.30 There are libraries in Lowestoft, the four market towns and smaller branch libraries at Oulton Broad and Kessingland serving their immediate populations and surrounding parishes.
- 9.31 New libraries have recently been opened in Bungay and Halesworth. Beccles library is the base for the mobile library service that covers the rural areas of Waveney District.

Recreation Facilities For Teenagers

- 9.32 In Lowestoft the current level of use of community facilities by 13 to 18 year olds is low, particularly in comparison with other age groups. There is both a lack of activities aimed specifically at this age range and a low participation rate in general activities, a similar problem to that identified by the E.C.S.R (now known as the Sports Council (Eastern Region)) in relation to sport facilities (paragraph 7.8). Lowestoft has a number of youth clubs/groups, largely church based, and a variety of uniformed organisations. However, few of these are located in the immediate vicinity of the recently built and newly proposed housing areas.
- 9.33 A similar locational problem exists in the market towns and access to existing centrally located facilities is limited by the availability of transport. This is a particular problem in the remoter rural areas such as the 'Saints'. Nevertheless the facilities in the market towns, including Reydon and Kessingland, are well used. There remains a need to establish more youth clubs activities in the villages. The Community Education Service play an important role in motivating, advising and training local people in setting up these facilities but much depends on the willingness of the local community. Suffolk ACRE provides a Village Hall Advisory Service to assist local communities in tackling new legislation and retaining and developing new facilities.
- 9.34 Youth clubs, groups and uniformed organisations do not appeal to all teenagers. However, because of the relatively low spending power of teenagers commercially provided facilities (such as a bowling alley) need to be targeted at a wider cross-section of the population in order to be viable. There are at present no guidelines for the provision of recreation areas for teenagers, other than the general N.P.F.A. 2.4 ha (6 acre) standard on open space provision and Sports Council (Eastern Region) standards for sports facilities.
- 9.35 In order to avoid problems of disturbance and petty offences in the future, the intention is to locate focal points (benches, play equipment etc) within larger open spaces, in accessible, easily visible and well lit positions, away from residential boundaries. Within larger open spaces there is a need to consider the provision of facilities specifically for teenagers such as skateboarding ramps, cycle(cross) tracks and adventure playgrounds.

Community Centres/Halls

- 9.36 There are a wide range of halls used by community associations and the public for social and recreational activities in both the towns and villages in the District. Maintenance, extension and replacement of these halls depends largely on voluntary effort. In the rural areas the importance of the village halls to small communities should not be underestimated. Unfortunately local effort is not always sufficient to maintain let alone expand these facilities. Waveney District Council has a policy of providing financial assistance (as and when resources allow). Since a large part of the District lies within the Rural Development Area, this gives the opportunity for financial assistance from the Rural Development Commission, for new halls and extensions to existing facilities. As a result of new

Government legislation such as the Children Act, Health and Safety Regulations and Fire Precaution Regulations, there are presently a large number of halls within the District that require improvement. There are two sites allocated in this plan for new community centres, a site off Common Lane, Beccles (BEC5) and land adjacent to 25/27 Thoroughfare, Halesworth (HAL3).

- 9.37 Local churches, shops and pubs are also valuable social facilities which provide a meeting place and focus within a community. New or extensions to existing community facilities will be required to serve the communities to be created by major housing allocations. Sites will be set aside for this purpose within development briefs.

CF4 PROPOSALS FOR NEW COMMUNITY CENTRES/HALLS, CHURCHES, OR OTHER SOCIAL FACILITIES WILL BE PERMITTED SUBJECT TO NO SIGNIFICANT ADVERSE EFFECT ON THE AMENITY OF ADJOINING RESIDENTS, PARKING, HIGHWAY SAFETY OR ENVIRONMENTAL CONSIDERATIONS. THE DISTRICT COUNCIL WILL NORMALLY EXPECT SUCH EXISTING FACILITIES WHICH ARE IN CURRENT USE TO BE RETAINED OR REPLACED WHERE AFFECTED BY DEVELOPMENT PROPOSALS.

CF5 APPROPRIATE HOUSING DEVELOPMENTS AND ALLOCATIONS WILL BE EXPECTED TO MAKE PROVISION FOR EXTENSIONS TO EXISTING OR COMPLETELY NEW COMMUNITY FACILITIES.

- 9.38 Implementation - Developer contributions toward relevant community facilities will be sought either in planning obligations or planning agreements on appropriate housing sites. Whether a site is considered appropriate or not will depend on the size of the proposed development and the existence and capacity of community facilities in the locality. Areas for these facilities will be set aside and identified in development briefs. The development of new community halls will also depend on the commitment of residents with the support of people with community development skills.

Waste Disposal/Recycling

- 9.39 Provision of sites for the disposal of household waste is the responsibility of the County Council. Civic amenity sites are currently provided at Southwold, Beccles and Ness Point, Lowestoft. At present no additional sites are proposed. The sites in Southwold and Lowestoft both have collection points for metal recycling. The District Council is committed to recycling a greater proportion of household waste. Recycling collection points throughout the District are listed in the Waveney Environmental Handbook. Additional collection sites may be located at existing public car parks or public places. Further sites for recycling centres will be required and possibilities are being investigated.
- 9.40 The District Council will encourage the provision of recycling collection areas as part of large scale retail schemes and other appropriate forms of development. The collection area should form an integral part of the overall design for the site and be easily accessible with adequate parking facilities.

Allotments

- 9.41 Allotments can be an important leisure activity, particularly for those who do not have access to their own gardens. Existing allotments are generally well used and located where terraced housing limits the size of gardens. Most allotment sites in Lowestoft are statutory and so development would normally only take place after suitable alternative allotment sites have been provided, taking into account the recommendations of the Thorpe Report (HMSO 1969). Sites affected by the South Lowestoft Relief Road will require proper screening or replacement as appropriate. Although allotments in the market towns and villages are all administered by allotment holders associations, Parish or Town Councils and not the District Council, they are still an important community resource and likewise any development proposal would normally require them to be replaced by an appropriate alternative site. Any replacement site should make adequate provision for displaced allotment holders, and be within reasonable distance of the existing site, so it is easily accessible to the existing allotment holders.

**CF6 THE REDEVELOPMENT OF EXISTING ALLOTMENT
GARDENS WILL ONLY BE PERMITTED IF SUITABLE
ALTERNATIVE ALLOTMENT SITES ARE MADE
AVAILABLE.**

- 9.42 No need has been established for additional allotment sites to be allocated in the District. Should a need be established their acquisition will be supported by the District Council.

Cemeteries

- 9.43 The majority of the District has sufficient cemetery space to accommodate burials beyond the Plan period. However it is projected that additional space will be required in Carlton Colville, Corton, Kessingland and Beccles in 5-10 years. The Beccles Area Local Plan allocated a three acre site for an extension to its cemetery which has been retained in this Plan. (Policy BEC6).

SERVICES

Electricity Overhead Lines

- 9.44 Overhead electricity wires are inevitably an unsightly intrusion in the landscape. They are particularly intrusive in sensitive locations. Paradoxically in new residential areas wires are put underground, but in older urban areas, notably the historic cores of town centres, wires remain overhead. The Council recently resolved to work in partnership with the Electricity Company and other statutory undertakers and the County Council to agree a positive programme for placing overhead wires underground in Conservation Areas. Whilst proposals for overhead wiring require the consent of the Department of Trade & Industry, the Local Planning Authority does have a right to be consulted.

CF7 NEW OVERHEAD ELECTRICITY LINES SHOULD AVOID THE SUFFOLK COAST AND HEATHS AREA OF OUTSTANDING NATURAL BEAUTY AND BROADS AREA. IN THE SPECIAL LANDSCAPE AREA, AND IN AREAS PROMINENT FROM THE BROADS AND AONB, APPLICANTS WILL NEED TO DEMONSTRATE THAT MORE SUITABLE ALTERNATIVE ROUTES OR SYSTEMS ARE NOT AVAILABLE. IN OTHER AREAS THE BENEFIT AND FEASIBILITY OF UNDERGROUNDING HIGH VOLTAGE LINES SHOULD BE INVESTIGATED. WHEREVER POSSIBLE NEW SERVICE LINES SHOULD BE PLACED UNDERGROUND.

IF UNDERGROUNDING IS NOT NECESSARY AND/OR POSSIBLE, NEW LINES SHOULD BE SITED SO AS TO MINIMISE THE EFFECTS ON THE LANDSCAPE, MAKING USE OF TREES AND NATURAL LANDFORMS AND, WHERE POSSIBLE, AVOIDING RESIDENTIAL PROPERTIES.

Telecommunication Facilities

- 9.45 PPG8 Telecommunications (December 1992) encourages telecommunications development, but recognises the need to protect the best and most sensitive environments, such as the Suffolk Coast and Heaths AONB and the Special Landscape Areas. The guidance asks operators to bear in mind the environmental implications of the technology but also for local authorities to be aware of special siting requirements. Hence, Policy CF8 takes a permissive stance towards telecommunication facilities outside the AONB and Special Landscape Areas but requires the possibilities of sharing facilities and using existing buildings or structures to be investigated. Within the AONB and SLAs stricter control will apply. In addition to the criteria already mentioned, applications will be assessed against their visual impact on the character and quality of the landscape, the significance of the development in terms of the local and national network and the availability of satisfactory alternative sites. Whether within or outside designated areas, siting and design of developments should always try to minimise visual impact, subject to technical and operational requirements.

CF8 OUTSIDE THE SUFFOLK COAST AND HEATHS AREA OF OUTSTANDING NATURAL BEAUTY AND SPECIAL LANDSCAPE AREAS PROPOSALS FOR MAJOR TELECOMMUNICATION FACILITIES REQUIRING A PROMINENT MAST, AERIAL OR DISH WILL BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:-

1. **THERE IS NO REASONABLE POSSIBILITY OF SHARING EXISTING FACILITIES;**
2. **IN THE CASE OF RADIO MASTS THERE IS NO REASONABLE POSSIBILITY OF ERECTING ANTENNAS ON AN EXISTING BUILDING OR OTHER STRUCTURE.**

ANY DEVELOPMENT SHOULD BE SITED AND DESIGNED SO AS TO MINIMISE ITS VISUAL IMPACT, SUBJECT TO TECHNICAL AND OPERATIONAL REQUIREMENTS.

WITHIN THE SUFFOLK COAST AND HEATHS AREA OF OUTSTANDING NATURAL BEAUTY AND SPECIAL LANDSCAPE AREAS, PROPOSALS FOR MAJOR TELECOMMUNICATION FACILITIES REQUIRING A PROMINENT MAST, AERIAL OR DISH WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:-

1. **THE VISUAL IMPACT OF THE DEVELOPMENT ON THE CHARACTER AND QUALITY OF THE LANDSCAPE;**
2. **THE SIGNIFICANCE OF THE DEVELOPMENT IN TERMS OF THE LOCAL/NATIONAL NETWORK;**
3. **THE AVAILABILITY OF SATISFACTORY ALTERNATIVE SITES;**
4. **THE POSSIBILITY OF SHARING EXISTING FACILITIES;**
5. **IN THE CASE OF RADIO MASTS, THE POSSIBILITY OF ERECTING ANTENNAS ON AN EXISTING BUILDING OR OTHER STRUCTURE.**

WHERE THERE IS A BALANCE IN FAVOUR OF PROVISION THE DEVELOPMENT SHOULD BE SITED AND DESIGNED SO AS TO MINIMISE ITS VISUAL IMPACT, SUBJECT TO TECHNICAL AND OPERATIONAL REQUIREMENTS.

Satellite Dishes

- 9.46 The past few years have seen a growth in the number of people subscribing to satellite television with the consequent proliferation of satellite dishes on both commercial and residential properties. In many cases these have been positioned on the front of properties with little concern for their impact on the appearance of the building or the street scene. Until early 1992 most satellite dishes could be erected without planning permission.
- 9.47 Recent Government legislation now gives the Local Planning Authority greater control. Provided the property is not within a Conservation Area or the Suffolk Coast and Heaths AONB, and the dish does not exceed 70cm in diameter, the erection of one satellite dish on a house or bungalow will still not usually require planning permission. Stricter controls apply to commercial premises, houses in Conservation Areas and the AONB, flats and buildings

fronting a waterway in the Broads. It is important to consult the Local Planning Authority for guidance on siting and whether or not permission is required. It should be noted however that if planning permission is not required this is subject to the dish being sited so as to minimise its impact on the external appearance of the building on which it is installed and that it is removed from the building when no longer required.

- 9.48 On blocks of flats, usually only one but sometimes two dishes, depending on the height of the block, can be erected without permission. It is very unlikely that planning permission would be granted for more if it would lead to a cluttered appearance of the building and be visually unattractive when viewed from the street. The District Council would therefore advise that communal satellite dishes be considered for blocks of flats.
- 9.49 Planning permission will not necessarily be required for satellite dishes on listed buildings but listed building consent will always be required for any dish that affects the character or appearance of a listed building or its setting.

CF9 WHERE PLANNING PERMISSION IS REQUIRED FOR SATELLITE DISHES APPLICATIONS WILL BE EXPECTED TO SATISFY THE FOLLOWING CRITERIA:-

- 1. WHEREVER PRACTICAL THE SITING OF A SATELLITE DISH ON A FRONT ELEVATION FRONTING A HIGHWAY SHOULD BE AVOIDED;**
- 2. THE DISH SHOULD BE SITED SO AS TO MINIMISE ITS EFFECT ON THE EXTERNAL APPEARANCE OF THE BUILDING AND ON THE STREET SCENE;**
- 3. THE CUMULATIVE IMPACT ON THE STREET SCENE OF SATELLITE DISHES REQUIRING PLANNING PERMISSION WILL BE TAKEN INTO ACCOUNT WHEN DETERMINING PLANNING APPLICATIONS;**
- 4. THE COLOUR AND MATERIALS SELECTED SHOULD MINIMISE THE PROMINENCE OF THE DISH ON THE BUILDING.**

IN THE CASE OF FLATS, THE NEEDS OF SATELLITE USERS SHOULD BE SATISFIED THROUGH THE INSTALLATION OF COMMUNAL SATELLITE SYSTEMS.

10. THE VILLAGES AND RURAL AREAS

Introduction

- 10.1 Outside Lowestoft and the market towns the majority of the Plan area lies in open countryside. It is characterised by agricultural land interspersed with associated agricultural buildings, small clusters of houses and larger settlements or villages. The villages vary considerably both in population size and in the number of services they provide. In most cases people have to rely on the car or the very limited public transport facilities to enable them to shop, work or take part in leisure activities.

National Guidance

- 10.2 There have been considerable changes in rural areas over the past thirty years. Whilst agriculture remains the dominant land use in the countryside, improved efficiency means that it is no longer the main source of employment. Agricultural production has increased to the point where it no longer makes sense to retain as much land as possible in agricultural use. PPG7 therefore advocates further growth and diversification of the rural economy particularly for small scale commercial, light industrial enterprises and tourism uses. The re-use or adaptation of existing buildings to other uses to create employment opportunities is also encouraged.
- 10.3 Whilst wishing to encourage and support the rural economy, PPG7 expects the right balance to be struck between the need for new development and the need to conserve the character of the countryside. This aim can be achieved by ensuring that new development is sensitively and well related to existing patterns of development in the countryside. The conversion of farm buildings and modest residential development where it can be accommodated in villages, without damage to village character and the countryside, may be acceptable. Expansion of villages should avoid creating ribbon development or a fragmented pattern of development.
- 10.4 In general Central Government guidance states that new house building and other new development in the open countryside away from established settlements should be strictly controlled. However there are circumstances where it may be appropriate to relax this restrictive approach, for example, to allow an agricultural workers dwelling or low cost housing for local people.

Structure Plan Guidance

- 10.5 The Structure Plan states that village housing development is not intended to play a major part in meeting Suffolk's total housing requirements. However, some new housing will continue to be required in rural areas to help sustain the health of the rural economy and the viability of village communities. Where new housing is permitted, the emphasis will continue to be on small scale development. In the majority of cases development is likely to take the form of one or two infill dwellings on small undeveloped sites of small groups of houses well related to the existing village form. A larger scale of development may be appropriate in a small number of villages that have a good range of services and facilities, good access to employment areas and where growth could be accommodated without significant impact on the environment or surrounding countryside. Within the open countryside the Structure Plan places strict control over new housing development in accordance with national guidance.

- 10.6 The Structure Plan aims to support the growth and diversification of the rural economy. The re-use or conversion of rural buildings for appropriate new uses, including small businesses and tourism, can assist in this aim whilst also contributing to the retention of an important part of the County's heritage.

Local Issues and Local Plan Objectives

- 10.7 The villages and rural areas contain approximately 16% of the overall population of the Plan area. Within each village there is a strong sense of belonging and community spirit. More than anything, it is perhaps this separate identity and character which is most cherished by parish councils and the local community alike. All the villages differ greatly from one another in terms of the levels of service they provide, their character and size. Many of the villages in the Plan area have a fairly compact form providing perhaps one or two local services such as a shop, post office and garage. Such villages include Wrentham and Westhall. However there are a number of villages, especially to the west of the District which have a distinctive open character, perhaps made up of two or three separate areas of housing with large areas of common land between each area. Population within these villages is comparatively low and as a result they have few, if any, local services. Typical examples of this type of village include Ilketshall St. Andrew and Ilketshall St. Lawrence.
- 10.8 The open countryside surrounding villages is primarily a place of work for farmers, agricultural landowners and estate workers. Over the centuries it has been their skills and needs that have created the landscape that is so prized today. It is also a location for an increasing number of small craft workshops and people working at home. It is valued by local people and visitors alike who enjoy it for its many attractive walks and views, especially in the Waveney Valley, the Broads area, and near the coast. It is important that policies reflect the needs of all residents and users of the area.
- 10.9 Villages have possibly become victims of their own attractiveness. Underlying this popularity there is a fragility to what were once stable communities with thriving local amenities. Many incomers to villages commute to work or have moved there to retire. Increased external demand for housing, manifested in an unprecedented increase in house prices during the late 1980s, now means that many local people cannot afford to buy houses in the areas where they wish to live. Over a longer period increasing car ownership and greater competition has threatened many local village shops. Provision of public transport facilities has also declined and in some parts of the District the community bus is the only means of transport.
- 10.10 Underlying the seemingly attractive and tranquil character of the villages and rural areas there are social and economic issues and problems which are not readily apparent. Only some of these can be addressed through land use planning policies. It is most important that Waveney's rural heritage should not be lost to excessive development, and that local communities and the rural economy should be encouraged to prosper.

Objectives

1. To direct development to villages offering a range of services and facilities such as a local shop, post office, public house, village hall and good public transport links (V1,2).
2. To protect the existing character and scale of villages (V1,2,3).
3. To conserve the character and attractiveness of the open countryside by ensuring new development is either necessary and/or well related to existing development (V5,V6,V10,V11).
4. To encourage and support the local rural economy (E4,V8).
5. To facilitate the provision of low cost housing within rural areas (V4).

Policies and Proposals

Housing Strategy

- 10.11 Most housing development will be directed to Lowestoft and the market towns in accordance with the Strategy in the Housing chapter. However, it will be possible to locate a small amount of new housing within some villages without harming the existing character or scale of the settlement or the surrounding open countryside. Small scale housing development in appropriate locations in villages will increase the range and choice of housing sites throughout the District and will also help to maintain existing local services. It is apparent however that some villages such as Wangford and Homersfield have already reached their natural development limits and further housing would be inappropriate. Likewise in villages with an open and dispersed character, new housing would almost certainly constitute development in the open countryside.
- 10.12 In general the most appropriate villages for additional housing are the larger ones that offer at least one local facility, such as a shop or a school, are reasonably well related to the main highway network and public transport routes and are not situated in areas of recognised landscape quality such as Special Landscape Areas or the Area of Outstanding Natural Beauty.

Limits to Development

- 10.13 Proposals Maps, defining limits to development, have been prepared for certain villages. Within these limits development will take the form of small or medium sized groups of dwellings on identified sites and/or infill development in accordance with Policy V3. Defining limits to development is the clearest way of showing the area where housing will generally be acceptable. Outside these limits, except as provided by policies V3,V4,V5, and V6, permission for new houses in the open countryside will not normally be given.

**VI LIMITS TO DEVELOPMENT HAVE BEEN PREPARED FOR
THE FOLLOWING VILLAGES:
BARNBY AND NORTH COVE
BLUNDESTON
BRAMPTON
CORTON
HENSTEAD
HOLTON
LOUND
MUTFORD
REYDON
RINGSFIELD
RUMBURGH
SHADINGFIELD AND WILLINGHAM
SPEXHALL (STONE STREET)
WANGFORD
WESTHALL
WRENTHAM**

**DEVELOPMENT WILL BE ACCEPTABLE WITHIN THE
DEFINED LIMITS TO DEVELOPMENT SHOWN ON THE
PROPOSALS MAPS, UNLESS IT IS DESIRABLE TO RETAIN A
SITE IN AN UNDEVELOPED FORM AS PART OF THE
VILLAGE CHARACTER, AND PROVIDING THERE IS NO
ADVERSE IMPACT ON THE ENVIRONMENT, RESIDENTIAL
AMENITY OR HIGHWAY SAFETY.**

- 10.14 The Local Planning Authority intends to identify all open areas that contribute to the character of these villages. Development will not be permitted on these sites.
- 10.15 An assessment of each village in Policy VI and the relevant inset map is given at the end of this chapter. Extracts from the Lowestoft Inset Map, for Blundeston and Corton have also been included in this chapter for ease of reference. An assessment of Somerleyton is included in recognition of its unique character and historical interest.
- 10.16 Inset maps have also been prepared for the villages of Homersfield and Wissett so that their Conservation Areas can be identified. These plans are included at the end of this chapter.

Proposed Housing Sites

- 10.17 The following sites will be put forward as housing allocations within the Local Plan. Sites chosen meet objectives 1-3. Development guidelines and details of site constraints are set out below. An estimate of the likely number of dwellings expected is also given.

V2 HOUSING DEVELOPMENT IS PROPOSED AT:

	DWGS
2.1 LAND BETWEEN THE STREET AND MILL LANE, BARNBY	20
2.2 VACANT GARAGE, CHURCH ROAD, HENSTEAD	5
2.3 LAND AT THE JUNCTION OF MILL ROAD/THE STREET, RUMBURGH	6
2.4 LAND SOUTH OF WANGFORD ROAD, WESTHALL	6
2.5 LAND AT BONSEY GARDENS, WRENTHAM	6
2.6 LAND AT CHAPEL ROAD, WRENTHAM	<u>30</u>
TOTAL	<u>73</u>

At the time of publication, planning permission had been granted at V2.4, Bonsey Gardens, Wrentham.

V2.1 Land Between The Street and Mill Lane, Barnby/North Cove - 0.8 ha (2 acres)

- 10.18 This site was allocated for residential development in the Barnby and North Cove Policy Statement and Planning Proposals (1967) and the Beccles Area Local Plan (1991). It has an area of approximately 0.8 ha (2 acres) and could accommodate approximately 20 dwellings.

V2.2 Vacant Garage, Church Road, Henstead - 0.3 ha (0.8 acres)

- 10.19 The site comprises a large vacant building, which used to be a garage, occupying the front of the site. Behind this are two vehicle repair workshops which are still in use. There is existing development on either side, and opposite the site. To the rear are playing fields and agricultural land. The vacant garage is particularly prominent and unattractive in this small settlement. The site has an area of approximately 0.3 ha (0.8 acres) and the Local Planning Authority feels that a low density development of approximately five dwellings reflecting the character of the village, would be a significant improvement to the appearance of this site.

V2.3 Land at the junction of Mill Road/The Street, Rumburgh - 1 ha (2.5 acres)

- 10.20 The overall character of Rumburgh is of an open nature. The gaps between the buildings along the Street are often wide and this is an important element in the village character which should be retained. It is considered, however, that a small group of approximately six houses around a village green could be accommodated on this site near the Rumburgh Buck P.H. without detriment to the open character of the village. A draft Development Brief has been prepared.

V2.4 Land South of Wangford Road, Westhall - 0.8 ha (2 acres)

- 10.21 The site occupies a frontage along Wangford Road, well within the built-up part of the village and close to facilities. Frontage development only for approximately six dwellings is considered appropriate.

V2.5 Land at Bonsey Gardens, Wrentham - 0.2 ha (0.5 acres)

- 10.22 Part of the old school playing field at the southern end of Bonsey Gardens is proposed as a small housing site for approximately six dwellings with access from Bonsey Gardens. The site could appear prominent from the A12, so single storey dwellings will be the most appropriate form of development. It is the intention that development here will secure the provision of a children's play area on the remainder of the school playing field. Outline planning permission was granted in 1995.

V2.6 Land at Chapel Road, Wrentham - 1.2 ha (3 acres)

- 10.23 This site was originally allocated for housing in the South-East Waveney Local Plan. Chapel Road provides a good connection to the village centre. The western boundary defines the highest part of the site. Care will be needed to ensure that development at this end of the site does not appear too prominent. Approximately 30 dwellings could be accommodated within the site.

Housing - Other Settlements

- 10.24 In villages such as Ilketshall St.Margaret or St. Cross South Elmham and other settlements of a similar size, small groups of houses would not be in keeping with the existing village form or character.
- 10.25 New housebuilding and other new development in the open countryside away from the market towns and villages listed in Policy V1, will be strictly controlled. Isolated new houses in the countryside require special justification (see Policy V5). However, in tiny villages, small settlements or clusters of development not listed in Policy V1, development will be limited to infilling only. Infilling here is the filling of a small undeveloped plot in an otherwise built-up and primarily residential frontage. A small undeveloped plot is one which would be filled by one or two dwellings. If the plot could

accommodate more than two reasonable sized dwellings, its development could not be defined as infilling. As a rule of thumb, infill plots should be similar in size to adjacent properties to prevent either unnecessary cramming within groups of dwellings or development of land which currently contributes to the rural nature of a particular location. Ribbon development, the extension of frontage development into the open countryside, would not be acceptable.

- 10.26 Even where a gap is small, it must not be assumed that permission will be given because it may be desirable to leave the gap as an essential feature of the village scene or to permit views of open countryside that contribute to the character of the village. Such infill development should have little overall effect on agricultural land and be in keeping with existing development. As the cumulative effects of infill developments could have an impact on the scale and character of settlements, this will be taken into account when considering planning applications.
- 10.27 Infill development sites are frequently within the historic core of medieval settlements or on medieval green frontages. Development proposals in these areas are likely to require archaeological evaluation to establish their impact on archaeological sites (ENV32).
- 10.28 There are a number of settlements within the District of Waveney which have large gaps between existing houses, giving a dispersed or very open character to the settlement. Examples include the majority of the Saints (e.g. Ilketshall St. Andrew, St. Cross South Elmham) and Somerleyton. These larger gaps should not be regarded as potential infill sites but as part of the open countryside. In other areas, such as along Blundeston Road, Lowestoft, scattered ribbon development exists. In these circumstances, proposals for dwellings that would add to or consolidate ribbon development and harm the surrounding countryside will not be permitted.

V3 ELSEWHERE, OUTSIDE THE VILLAGES MENTIONED IN POLICY V1, RESIDENTIAL DEVELOPMENT WILL NOT BE ACCEPTABLE, EXCEPT WHERE IT CONSTITUTES THE INFILLING OF A SMALL GAP IN AN OTHERWISE BUILT UP FRONTAGE. THE PROPOSED DWELLING OR DWELLINGS SHOULD REFLECT AND BE IN KEEPING WITH THE DESIGN AND CHARACTER OF THE EXISTING STREET SCENE. DEVELOPMENT IN SUCH CASES SHOULD NOT INVOLVE A SITE OF AMENITY VALUE AND THERE SHOULD BE NO SIGNIFICANT ADVERSE IMPACT ON HIGHWAY SAFETY. THE CUMULATIVE IMPACT OF A SERIES OF PLANNING PERMISSIONS FOR INFILL ON THE SCALE AND CHARACTER OF THE SETTLEMENT WILL BE TAKEN INTO ACCOUNT WHEN ASSESSING PLANNING APPLICATIONS.

Low Cost Housing in Rural Areas

- 10.29 The operation of a free market in land and housing in villages has priced certain would-be house buyers out of the market. As a result some young couples, the lower paid and other local people who cannot afford the market rate for housing, especially in areas attractive to commuters or retired people, find it difficult to buy housing. The problem is compounded by the limited amount of rented housing with the result that local people may have to move away from the community in which they have always lived.

- 10.30 The Government recognises the problem and incorporated guidance within PPG3 on the role the planning system can play in securing the release of land for low cost housing. Planning policies in rural areas are restrictive. Exceptions can be made to release land for low cost housing that would not normally be released, provided the local planning authority is satisfied there is a local need and that arrangements are made to ensure the housing remains low cost in perpetuity. The Local Planning Authority will expect local need to be substantiated by way of comprehensive household surveys. PPG3 suggests that relevant categories of need would include existing residents (newly married couples, people having tied or substandard accommodation), persons with long standing links in the community, those who have an offer of a job or who provide important services.
- 10.31 In order to achieve more affordable housing in the rural areas, the Local Planning Authority will also seek to secure through negotiation, some provision on sites where planning permission for housing is being renewed. The Local Planning Authority may also allow the housing allocations to be extended if this will result in more affordable housing being achieved.
- 10.32 Proposals should be well related to existing developments, be acceptable on highway grounds and should not have an excessive impact on the immediate environment. A document entitled 'Low Cost Housing in Rural Areas' (1989), prepared by the Local Planning Authority, provides additional information on this matter.

V4 WHILST IMPLEMENTING THE GENERALLY RESTRICTIVE POLICIES REGARDING HOUSING DEVELOPMENT IN VILLAGES AND OTHER SETTLEMENTS, THE COUNCIL IS CONCERNED WITH ADDRESSING THE PROBLEM OF AFFORDABLE HOUSING TO MEET LOCAL NEEDS. THE COUNCIL WILL, WHERE APPROPRIATE, BE PREPARED TO GRANT PERMISSION FOR SMALL SCALE RURAL HOUSING DEVELOPMENT WITHIN OR ABUTTING VILLAGES AND OTHER SETTLEMENTS ON SITES NOT ALLOCATED IN THE LOCAL PLAN WHERE SUCH HOUSING WOULD MEET AN IDENTIFIED LOCAL HOUSING NEED. THE LOCAL NEED FOR HOUSING SHALL FIRST HAVE BEEN QUANTIFIED WITHIN AN AREA TO BE AGREED BY THE DISTRICT COUNCIL.

THE DISTRICT COUNCIL WILL SATISFY ITSELF THAT THERE ARE SECURE ARRANGEMENTS TO ENSURE THAT THE BENEFITS OF SUCH AFFORDABLE HOUSING ARE AVAILABLE TO BE ENJOYED BY SUCCESSIVE AS WELL AS THE INITIAL OCCUPIERS.

- 10.33 Implementation - Controls restricting the occupancy of dwellings to those of local need will normally be made by means of a Section 106 Agreement between a Housing Association or Trust and the Local Planning Authority.

Housing in the Open Countryside

- 10.34 Within the open countryside, it is necessary to apply very strict controls over new development which would otherwise quickly change the traditional character of the rural

landscape. New development will be guided to towns and villages where development will not harm the environment and where services and infrastructure are provided. Exceptions to this overall approach may include agricultural workers dwellings, and the conversion of traditional buildings.

Agricultural Workers' Dwellings

- 10.35 Like other people working in rural areas, agricultural workers are normally expected to live in villages. The Local Planning Authority recognises, however, that a new dwelling for an agricultural worker outside a village may be acceptable where it can be justified as essential for the proper management and operation of a viable farm unit. Any proposals for new agricultural dwellings will need to satisfy the criteria of PPG7 Annex E and be supported by an independent appraisal.

V5 HOUSING DEVELOPMENT WILL NOT BE PERMITTED IN THE OPEN COUNTRYSIDE EXCEPT WHERE IT CAN BE SHOWN TO BE ESSENTIAL FOR AN AGRICULTURAL OR FORESTRY WORKER TO LIVE AT OR CLOSE TO A WORKPLACE. WHERE SUCH HOUSING IS JUSTIFIED, WHEREVER POSSIBLE, IT SHOULD BE WELL RELATED TO EXISTING DEVELOPMENT.

- 10.36 Implementation - A condition restricting the occupancy of the dwelling to agricultural workers will be attached to any planning permission.

Conversion of Rural Buildings

- 10.37 The most appropriate use for agricultural buildings is the use for which the building was originally built. However, as farming practices change, many of the older buildings become incapable of continuing in agricultural use and fall into disrepair. In some instances only a change of use will ensure that the building remains standing. New uses that maintain or generate new employment are generally considered to be the next best alternative to the original use of the building, subject to the criteria set down in Policy E6. In accordance with the general approach to restricting new development in the countryside, proposals to convert rural buildings to residential use will be carefully considered and will be expected to meet strict criteria, particularly in relation to changes to the external appearance of the building or to potential adverse effects on the landscape in terms of visual amenity.
- 10.38 In allowing the conversion of rural buildings to residential use this may be a means of retaining an example of a traditional rural building which has significant architectural merit. Such conversions should maintain the features which make the building worthy of retention and not significantly change the character or appearance of the building. The building must be structurally sound, reasonably close to utility services, in a safe position on the highway, and generally be significant in the landscape and part of the rural character.
- 10.39 Conversion schemes will need to take into account the habitat of bats or barn owls which are specially protected under the Wildlife and Countryside Act 1981. Care must be taken to ensure that adequate provision is made for their protection.

V6 WHEN CONSIDERING PLANNING APPLICATIONS FOR THE CONVERSION OF RURAL BUILDINGS OF ARCHITECTURAL

MERIT TO RESIDENTIAL USE, THE FOLLOWING CRITERIA WILL APPLY:

- 1. THE PROPOSED CONVERSION AND SUBSEQUENT CREATION OF RESIDENTIAL CURTILAGE SHOULD NOT DETRACT FROM THE ORIGINAL CHARACTER OF THE BUILDING OR IMPOSE A SIGNIFICANT ADVERSE IMPACT ON ITS RURAL SURROUNDING;**
- 2. THE PROPOSAL SHOULD NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON EXISTING RESIDENTIAL AMENITY AND SHOULD SATISFY HIGHWAY AND ACCESS REQUIREMENTS;**
- 3. IT MUST BE DEMONSTRATED THAT THE BUILDING IS STRUCTURALLY SOUND AND CAN BE CONVERTED WITHOUT THE LOSS OF ANY SUBSTANTIAL PART OF THE EXISTING FABRIC. AN INDEPENDENT STRUCTURAL SURVEY OR SIMILAR PROFESSIONAL EXAMINATION WILL BE NECESSARY;**
- 4. ADEQUATE PROVISION SHOULD BE MADE FOR RESIDENT WILDLIFE PARTICULARLY BARN OWLS AND BATS WHICH RECEIVE SPECIAL PROTECTION UNDER THE WILDLIFE AND COUNTRYSIDE ACT 1981 AND ADVICE SHOULD BE SOUGHT BEFORE CARRYING OUT ANY WORKS THAT MAY AFFECT THEM OR THEIR BREEDING AND ROOSTING PLACES;**
- 5. WHERE APPLICABLE, PROPOSALS TO CONVERT RURAL BUILDINGS MUST CONFORM WITH POLICIES ENV22, 23, 24 AND 25 WHICH RELATE TO LISTED BUILDING PROTECTION.**

- 10.40 As a guide for potential applicants, the Local Planning Authority has published a document entitled 'Conversion of Agricultural Buildings to Residential Use'.

Horse Related Development

- 10.41 A notable feature in recent years has been the rapid increase in the provision of stables, and other buildings and structures associated with horse riding, on grazing land within or close to urban areas of the District. In many cases such development is to the detriment of the open countryside and can be quite intrusive. When considering the location of stables and paddocks, prominent or elevated areas should be avoided and landscaping provided, so that development does not harm the appearance of the countryside. New buildings within the countryside will normally only be allowed for the essential needs of agriculture and keeping horses for non-agricultural purposes does not fall within this category. Where stables and paddock uses are acceptable it is important that the safety and comfort of horses is also considered. More suitable sites would tend to be adjoining existing settlements or existing farms rather than isolated sites in the open countryside.

V7 PROPOSALS FOR THE PROVISION OF STABLES AND/OR LAND FOR KEEPING HORSES FOR NON-AGRICULTURAL PURPOSES WILL NOT BE PERMITTED WHERE THEY WOULD HAVE A DETRIMENTAL EFFECT ON THE OPEN COUNTRYSIDE OR LOCAL RESIDENTIAL AMENITY. PROPOSALS MUST ALSO COMPLY WITH HIGHWAY STANDARDS INCLUDING PROPER ACCESS AND PARKING FACILITIES AND INCORPORATE ADEQUATE LANDSCAPING.

Industry and Rural Economy

- 10.42 Because of pressures on farm incomes combined with the effects of CAP reforms and GATT agreements, it has been necessary for farmers to diversify into leisure related activities, craft workshops and other forms of business which can be established in rural locations. The Government states in PPG7 that it is confident that many commercial and light manufacturing activities take place in rural areas without causing unacceptable disturbance. The formation of new employment opportunities will also help to bring new life and vitality to many rural areas which have suffered varying degrees of rural deprivation. Policies E3, E4 and E6 aim to encourage new light industrial uses and the diversification of the rural economy.

Commercial Development in the Open Countryside

- 10.43 New industrial and commercial uses should be encouraged to locate in areas where they will have least effect on the surrounding countryside. Proposals involving the construction of new buildings will normally be directed to the main towns within the District where land is set aside or where buildings can be more readily integrated into the surroundings. This general presumption against new buildings in the countryside applies particularly to buildings such as petrol stations and catering establishments which can be extremely prominent over long distances in the landscape (Policy TR4). In order to safeguard the character and attractiveness of the countryside the visual intrusion of new buildings needs to be minimised.

V8 IN THE OPEN COUNTRYSIDE PROPOSALS THAT ARE NOT OF PROVEN BENEFIT TO THE RURAL ECONOMY OR FOR OTHER ESSENTIAL NEEDS TO SERVE AGRICULTURE, FORESTRY, RECREATION AND TOURISM WILL NOT BE PERMITTED.

Agriculture

- 10.44 The land quality of Suffolk is above the national average. The Ministry of Agriculture Fisheries and Food 'Land Classification of England and Wales' shows that most of the land in the District is classed Grade 3, although Grade 1 and 2 agricultural land is found to the north west and south west of Lowestoft. Where development in the open countryside is permitted, it should avoid areas of high quality agricultural land in order to safeguard this resource of national importance.

V9 IN ORDER TO PROTECT THE BEST AND MOST VERSATILE AGRICULTURAL LAND, NEW DEVELOPMENT ON LAND DEFINED AS GRADES 1, 2 AND 3A UNDER THE MINISTRY OF AGRICULTURE, FISHERIES AND FOOD'S AGRICULTURAL LAND CLASSIFICATION SYSTEM WILL NOT BE PERMITTED.

Agricultural Development

- 10.45 The Local Planning Authority has the objectives of protecting the open countryside and agricultural land from development. Generous permitted development rights mean that many agricultural buildings do not require planning permission. Where new agricultural buildings do fall within planning control, the District Council will seek to retain development within the grouping of existing farm buildings rather than in open countryside where they are more likely to be visually prominent.

V10 IN CONSIDERING PROPOSALS FOR AGRICULTURAL DEVELOPMENT THE LOCAL AUTHORITY WILL SEEK TO ENSURE THAT:

- 1. THE DEVELOPMENT IS SITED IN PROXIMITY TO EXISTING FARM BUILDINGS WHEREVER POSSIBLE;**
- 2. THE DEVELOPMENT IS SENSITIVELY RELATED TO EXISTING RESIDENTIAL DEVELOPMENT, TO MINIMISE NUISANCE;**
- 3. THE PROPOSAL DOES NOT SIGNIFICANTLY DETRACT FROM VIEWS ACROSS OPEN COUNTRYSIDE;**
- 4. THE VISUAL EFFECT OF THE PROPOSAL IS MINIMISED BY APPROPRIATE ATTENTION TO DESIGN, MATERIALS AND LANDSCAPE;**
- 5. THE PROPOSAL DOES NOT GIVE RISE TO AN EXCESSIVE OR INAPPROPRIATE LEVEL OF VEHICULAR MOVEMENT.**
- 6. ALL PROPOSALS FOR AGRICULTURAL DEVELOPMENT SHOULD MEET THE REQUIREMENTS OF THE APPROPRIATE ENVIRONMENTAL CONSTRAINT POLICIES SET DOWN IN CHAPTER 2.**

- 10.46 Agricultural buildings to be used for the accommodation of livestock and associated structures such as slurry tanks and lagoons, require planning permission where these are to be built within 400 metres of a protected building. Where these buildings are being proposed, the Local Planning Authority will give due consideration to the amenity of surrounding residential properties.

V11 INTENSIVE LIVESTOCK PRODUCTION UNITS NOT SPECIFICALLY RELATED TO THE CULTIVATION OF NEARBY LAND WILL NOT BE PERMITTED IN THE SUFFOLK COAST AND HEATHS AREA OF OUTSTANDING NATURAL BEAUTY OR SPECIAL LANDSCAPE AREAS. ELSEWHERE THEY WILL ONLY BE PERMITTED WHERE THEY HAVE ADEQUATE ACCESS ARRANGEMENTS AND DO NOT INTRUDE INTO THE LANDSCAPE, DO NOT AFFECT RESIDENTIAL AMENITY, CAUSE

**NO POLLUTION PROBLEMS AND HAVE NO SIGNIFICANT
ADVERSE IMPACT ON THE LOCAL ROAD NETWORK.**

Village Appraisals

- 10.47 A variety of community facilities and services exist in villages throughout the Plan area. However, some villages have few if any facilities whereas other villages are well provided for. Some Parish Councils have undertaken village appraisals. These are extremely useful in determining local views and in identifying any facilities and services that may be lacking in the community. In addition, a village appraisal can be used to obtain a breakdown of the age structure of residents and perhaps more importantly to ascertain the aspirations of the community. Village appraisals encourage Parish Councils and other service providers to be more responsive to community needs. A worthwhile village appraisal will require considerable commitment on behalf of Parish Council members, although the task will be made that much easier with advice from Suffolk ACRE.

Monitoring

Information will be collected on the following :-

1. Planning applications in the countryside
2. Rate of development of housing applications in villages
3. Affordable housing schemes
4. Applications for conversions of rural buildings

VILLAGE ASSESSMENTS

BARNBY AND NORTH COVE

Location and Setting

- 10.48 Barnby and North Cove are two separate but linked villages located on the north side of the A146 approximately mid-way between Beccles and Lowestoft. The villages lie in close proximity to attractive countryside. Immediately to the west and in the flood plain of the River Waveney to the north, the landscape forms part of the Waveney Valley Special Landscape Area. Much of the flood plain is recognised as being of national importance as it falls within the Broads Authority, whilst the area around Castle Marsh and Barnby Broad has additional importance as a Site of Special Scientific Interest. Most of the Carr woodlands in the flood-plain have also been designated County Wildlife Sites.

Form and Character

- 10.49 North Cove is characterised by newer housing following the development of the Pinewood Gardens estate in the 1970s and housing along The Pightle. Barnby consists largely of a mix of older cottage style dwellings and newer houses along The Street and Mill Lane. Gaps in development along these roads allow views of the surrounding countryside and give the village a pleasant character and charm. Much of the surrounding countryside is in agricultural use, either as grazing land in the River Waveney flood-plain, or for crop production.

Population and Housing

- 10.50 The population of the villages increased substantially between 1971 and 1981, from 480 to 850, due mainly to the development of the Pinewood Gardens estate. The 1991 population of 889 represents a significant slowing down of the house building rate during the 1980s. Most of the more recent development has occurred along Mill Lane and The Street on the site of Wiggs garage and disused petrol station opposite. According to the 1991 Census there are 170 dwellings in Barnby and 188 dwellings in North Cove.

Community Facilities and Services

- 10.51 The facilities and services within the villages include the Primary School, a general store and off-licence, a pub and a garden centre. A frequent bus service between Lowestoft and Beccles stops in the village. The existing village hall (Fortrey Heap Hall) is located at the western end of The Street. Planning permission, for alterations and extensions to provide an enlarged main hall and improved facilities, was granted in October 1993.
- 10.52 The Beccles Area Local Plan 1991 protected open space along The Street and to the rear of Pinewood Gardens from development. These areas contribute towards the character of the village and provide valuable children's playspace in close proximity to the majority of the population. In view of their amenity and recreational value these areas will fall within the remit of Policy OS2.

Planning Context

- 10.53 Rapid development during the 1970s means that both villages have reached certain physical limits. Nevertheless Barnby and North Cove have good transport links and together form one of the largest villages within the Plan area. It also contains a fairly

good range of services. It would, therefore, be appropriate to allocate land for a modest amount of additional housing in accordance with the housing strategy. A site of approximately 0.8ha (2 acres) between The Street and Mill Lane was allocated for residential development in the Beccles Area Local Plan 1991. This site is still available for development and the proposal is to be retained. The site could accommodate approximately 20 dwellings.

BLUNDESTON

Location and Setting

- 10.54 Blundeston is located approximately one mile from the north western edge of Lowestoft close to the north eastern boundary of the Special Landscape Area. There are good road links to surrounding villages and the A12 trunk road to the east provides quick and easy access to Great Yarmouth and Lowestoft.

Form and Character

- 10.55 Blundeston has no easily definable centre, although most development is concentrated between The Street and Market Lane. From here frontage development straggles along the surrounding roads, gradually giving way to agricultural dwellings and farm buildings. A large open area fronting Short Road and Church Road provides an open character to this part of the settlement.
- 10.56 Blundeston Parish Church is a Grade I Listed Building and a particularly fine example of a medieval church. It was first built in the 10th Century and recently celebrated its millennium. Perhaps the best known building in Blundeston is the Plough Inn on Market Lane, referred to in Charles Dickens novel 'David Copperfield' as the place where Barkis, the local carrier, used to pick up and set down his passengers.
- 10.57 The surrounding agricultural land is generally of a high quality. Lying immediately to the south of the village, but separated from it by open fields, is Blundeston Prison built in the early 1960s. An adjacent residential area was originally built for prison officers, but the houses are now sold on the open market.

Population and Housing

- 10.58 The population of the Parish increased substantially between 1961 and 1981, from 638 to 1378, due mainly to the newer developments around Orchard Close, Barkis Meadow and the Prison. By 1991 the population had fallen slightly to 1232. Approximately 70% of the housing is owner occupied and about 10% is local authority owned. Most new housing has been built along Church Road and planning permission exists to construct five dwellings on the former service centre site in the centre of the village. According to the 1991 Census there are 438 dwellings in Blundeston.

Community Facilities and Services

- 10.59 Blundeston has a good range of services and facilities including a primary school, a garage with a shop, a hairdressers with a post office, a village hall, two pubs and two garden centres. Until recently, there was a shop and off-licence. The village hall is the centre of village life and in constant use for activities including meetings of the local W.I. and playgroups on three mornings a week. There are two daily bus services (except on Sundays) to Lowestoft and Hopton. At Hopton through tickets are available to Great Yarmouth. Each day the Gazelle mini bus service runs through the village between Lowestoft and the James Paget Hospital. Recreational facilities include a play area adjacent to the village hall, a tennis court and bowling green. For a village of this size, Blundeston is considered to be particularly deficient in the provision of recreational open space. Policy OS4.6 in the Recreation and Open Space chapter seeks to address this deficiency.

Planning Context

- 10.60 Further growth on the scale experienced in the 1970s is not considered appropriate for a village of this size and would be contrary to Structure Plan guidance. It would not reflect the village scale or character and would necessitate extending development into the surrounding open countryside. The village has reached certain physical thresholds and the opportunities for new development are limited. There is, however, scope for some small scale development within the existing built up area.

BRAMPTON

Location and Setting

- 10.61 Brampton is a scattered community lying halfway between Beccles and Halesworth on the A145 main London Road. The village is split into two main areas of development, one area centred on London Road next to the Dog Inn, with a further area of development at Brampton Street. There is, in addition, a cluster of development around the railway halt.

Form and Character

- 10.62 Brampton Street is characterised by a straggle of development including some new development on infill plots. This part of the village is not suitable for larger scale development. The main part of Brampton centred on Southwold Road is of a fairly compact nature, complemented by the low cost housing scheme at Woodside. The village is surrounded by predominantly agricultural land with Stoven Wood located immediately to the north-east of the village.

Population and Housing

- 10.63 The population of Brampton in 1991 was 340. This is a rise of 46 people since 1981 representing a 15% increase. According to the 1991 Census there are 138 dwellings in Brampton which includes a mixture of private and local authority owned housing.

Community Facilities and Services

- 10.64 Brampton has a limited range of services. These include Brampton Primary School on the Southwold Road, a post office, a public house and a village hall. In addition the village has a railway station, it has regular bus services and a doctors' surgery. New development such as the low cost housing scheme at Woodside will help to maintain services and may lead to the establishment of new services.

Planning Context

- 10.65 Brampton Street would not be suitable for housing development other than on infill plots. For the remainder of the village, centred on Southwold Road, limits to development have been defined.

CORTON

Location and Setting

- 10.66 Corton is a popular coastal holiday centre located about half a mile to the north of Lowestoft. Just to the south of the village is Pleasurewood Hills American Theme Park which attracts on average 500,000 people each year. Policy TM1 in the Tourism Chapter is concerned primarily about holiday development at Corton.

Form and Character

- 10.67 Corton is a compact village with holiday development concentrated between The Street and the cliff top, and residential development between the abandoned Lowestoft to Great Yarmouth railway line and The Street.
- 10.68 Corton is fortunate to be close to attractive natural features such as the coastal footpath, the cliffs and beach to the east. To the south, Gunton Warren and Corton Woods are important areas of heath and woodland and are designated as a local nature reserve. To the north west there are attractive views over the agricultural countryside and towards St Bartholomew's Church.

Population and Housing

- 10.69 In 1971 the population of the Parish was about 850. Substantial housing development during the 1970s resulted in a population increase of over 25% to 1073 in 1981. By 1991 the population had risen to 1187. According to the 1991 Census there are 530 dwellings in Corton. Approximately 70% of housing is owner occupied with the remainder owned either by the Local Authority or housing associations.

Community Facilities and Services

- 10.70 Corton has a good range of facilities which serve the local population and visitors. They include a primary school, grocery, gift and fish and chip shops, a pub and hotel and a post office. A frequent bus service operates between Lowestoft and the village.

Planning Context

- 10.71 Housing development in the 1970s resulted in Corton expanding to well defined limits, leaving few opportunities for additional housing within the village. Land south of Pleasurewood Hills and Gunton Denes provides undeveloped green breaks between Corton and Lowestoft which are protected through Policy LOW1 and ENV6. A Strategic Gap is also proposed to prevent the coalescence of Corton and North Lowestoft with Hopton and Great Yarmouth (Policy ENV4).
- 10.72 Corton Primary School in Mill Lane dates to Victorian times and occupies a very restricted site. However, facilities at the school have recently been improved.

HENSTEAD WITH HULVER STREET

Location and Setting

- 10.73 Henstead is located on the B1127 (Church Road) a little over one kilometre west of the A12. Development on the north side of Church Road falls within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (ENV1). Briar Wood to the west of Henstead has been designated a County Wildlife Site.

Form and Character

- 10.74 Henstead consists of only a very small cluster of dwellings set around the junction of Church Road and Toad Row. A vacant garage located along the Church Road frontage dominates the settlement. Further east along Toad Row is an isolated ribbon of residential development which lies entirely within the AONB.
- 10.75 The parish includes Hulver Street which consists of ribbon development on either side of the B1127. Large gaps exist between the development which allow extensive views across the AONB to the north and Special Landscape Area to the south.

Population and Housing

- 10.76 Throughout the 1980s the population of the Parish remained constant. In 1991 the population of the Parish was 280. This represents an increase of only six since 1981. According to the 1991 Census there are 134 dwellings in Henstead. There has been no recent new housing development in the parish.

Community Facilities and Services

- 10.77 In Henstead there is a small private school and two small workshops at the rear of the disused garage providing a car repair service. Along Hulver Street there is the recently refurbished Hulvergate Lodge pub and restaurant and a new village hall.

Planning Context

- 10.78 Within a settlement of this size the normal planning policy for Henstead would have been one of infilling only. However, the presence of the vacant garage provides a redevelopment opportunity. A small scale, low density residential development of approximately five dwellings, in keeping with the rural location, would greatly enhance the appearance and character of the settlement (V2.2).
- 10.79 Hulver Street lies in high quality landscape where there is strict control over new development. Much of its character is due to the gaps in the frontage development which allow views over the surrounding countryside. Development of these larger gaps would not only contravene strict planning controls but would alter the character of Hulver Street and should be resisted. The most appropriate planning policy, therefore, is one of limited infilling only, in accordance with policy V3.

HOLTON

Location and Setting

- 10.80 Holton is a compact village lying immediately to the east of Halesworth. The surrounding landscape is predominantly agricultural although a large sand and gravel extraction plant has existed for many years to the east of the village. A large part of this site is now designated as a County Wildlife Site as is Holton Hall Park to the north of the village. Part of Holton Pit is also a SSSI.

Form and Character

- 10.81 The village contains a range of residential housing styles dating as far back as the 17th and 18th century through to modern day. The older part of the village to the south-east provides a scene of typical Suffolk rurality complemented by a small river that passes through the village. In addition, Holton has one of the few remaining post mills which dates back to 1752. The local church which dates back to Norman times is set behind a large open green which creates a distinct gap between the north and south parts of the village.

Population and Housing

- 10.82 The population is 747 (1991) compared with a figure of 852 in 1981. Although the population has declined slightly the housing stock has risen from 338 properties in 1981 to 344 in 1991, according to the Census. In addition two small housing sites have recently been completed. These include a small development on the B1125 opposite Mill House and development on the old allotments site on Lodge Road, Holton. A low cost housing scheme has also been completed on land opposite the village hall on Harrisons Lane.

Community Facilities and Services

- 10.83 Holton has the benefit of a modern village hall located on the north side of Harrisons Lane. The village has a primary school with a good size playing field adjacent to the school. In addition there is a post office and general store. To the north of the village is the Holton Park caravan park.

Planning Context

- 10.84 Because of its relatively large size and the level of services which are found within the village, limits to development define the boundary within which residential development would normally be acceptable in accordance with Policy V1. No new housing allocations have been proposed for Holton. A Strategic Gap (Policy ENV4) helps to prevent the coalescence of Halesworth and Holton on the north side of Holton Road.

LOUND

Form and Character

- 10.85 Situated close to the boundary with Great Yarmouth, Lound is a small, fairly compact village. The oldest part of the village around Blacksmiths Loke is characterised by small brick and pantiled terraced houses. More recent local authority housing extends down the western side of The Street and along the north side of Earth Lane. Just to the east of the village along Church Lane is the Church of St John the Baptist. This is a Grade II* Listed Building and is a particularly fine example of a medieval church restored in the 19th Century.

Population and Housing

- 10.86 For the past 30 years the number of people has remained virtually static. In 1961 the population was 336 and by 1991 had only risen to 358. According to the 1991 Census there are 139 dwellings in Lound. Compared to other villages, a relatively high proportion of housing (27%) is owned by the Local Authority and 57% is in owner occupation. Six dwellings were built to the north of Blacksmiths Loke during 1995.

Community Facilities and Services

- 10.87 Lound has a fairly good range of services for a small population. These include a general store and post office, a pub and village hall. Each morning (except Sundays) the Hopton to Lowestoft bus stops in the village and returns in the early afternoon. At Hopton through tickets are available to Great Yarmouth.

Planning Context

- 10.88 Limits to development have been defined for Lound which closely follow the existing built form. The limits maintain the approach set down in the Lowestoft and North Waveney Local Plan (1984). They exclude land on the east side of The Street between Church Close Farm and the old school. Development here is unacceptable because it would alter the character of the village by disrupting views of the open countryside and the church. Development should therefore be restricted to infilling within the limits to development.

MUTFORD

Location and Setting

- 10.89 Mutford is located approximately three kilometres south-west of Carlton Colville and two kilometres south-east of Barnby and North Cove. Road links to surrounding villages and parishes are generally poor being via narrow and winding 'B' or 'C' class roads.
- 10.90 The whole of the village lies within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty which extends northwards as far as Church Road and Chapel Road. Mutford Big Wood to the north of the village has been designated a County Wildlife Site. Notable buildings within the village include St Andrews Church, a Grade I Listed Building and Manor House, a Grade II Listed Building, both situated along Church Road.

Form and Character

- 10.91 Mutford consists of two separate parts, each distinctly different in character and appearance. Situated around the Hulver Road/Mill Road junction is a tight cluster of both old and new cottage style dwellings. The main part of the village is located further along Mill Road and Chapel Road. Mill Road is long and straight and characterised by primarily new residential properties on either side.

Population and Housing

- 10.92 Between 1981-91 the population of the parish increased from 440 to 492 due mainly to new development along Mill Road. However, a small amount of new housing has taken place at the crossroads. According to the 1991 Census there are 187 dwellings in Mutford. At mid 1993 there was outstanding planning consent for only one dwelling within the village.

Community Facilities and Services

- 10.93 Mutford has a village shop and post office located close to the crossroads. There is also a well used village hall and playing field with children's play area on the south side of Mill Road.

Planning Context

- 10.94 Mutford lies within the AONB, where there are strict controls over new development (ENV1). There are no opportunities to allocate land for housing without extending the village into the AONB. The most appropriate planning policy is, therefore, one of infilling only, within the defined limits to development.

REYDON

Location and Setting

- 10.95 Reydon is located approximately 20 kilometres south of Lowestoft, adjacent to the market town of Southwold. The whole village lies within the Suffolk Coast and Heaths AONB. Parts of Reydon, to the south of Halesworth Road and east of Lowestoft Road, also lie within the Heritage Coast policy area. Agricultural land quality is poor but the area is rich in areas of ecological importance as is reflected in the designation of large areas of land as County Wildlife Sites to the south of Reydon.

Form and Character

- 10.96 The village is fairly compact with most development having taken place off three main roads within Reydon; Halesworth Road, Wangford Road and Covert Road. Reydon is very much a residential area with no definable centre and relies on Southwold for shops and services.

Population and Housing

- 10.97 The population of Reydon has shown a steady growth between 1981 and 1991, from 2242 to 2455. This reflects a fairly fast rate of residential development over that period. According to the 1991 Census there are 1206 dwellings in Reydon. At June 1993 there were outstanding planning permissions for 56 dwellings, 50 of which were for elderly persons.

Community Facilities and Services

- 10.98 Reydon is lacking in shopping facilities. There are only five shops all of which are on the east side of the village. An industrial area exists to the north of Cox's Lane. There is a hotel on Wangford Road. Most community activity centres around the village hall and the former Reydon High School for which a development brief has been prepared. Recreational facilities include the recreation ground on Cox's Lane, playing fields at the High School and four equipped children's play areas. There is also the Sole Bay Bowling Club on the Halesworth Road, with the Eversley School playing fields to the rear. There are two schools in Reydon parish, St Felix Girls' Public School, which is one of the largest employers in the area, and the primary school in Jermyns Road which is a grant maintained school.

Planning Context

- 10.99 The South East Waveney Local Plan (1985) allocated two sites for residential development. The site to the south of the Reydon High School, has been complete for some time and added 36 dwellings to the housing stock. The other site of 30 dwellings adjacent to the primary school was completed in 1993. Given the lack of services and facilities and its sensitive environmental setting it is considered that Reydon has reached its natural physical limits and further development would be inappropriate. Further development should, therefore, be restricted to infilling within the defined limits to development.

RINGSFIELD

Location and Setting

- 10.100 The parish consists of a small cluster of development around Old Hall Farm and the larger settlement at Ringsfield Corner. The village is surrounded by attractive open countryside. To the south it forms part of the Upper Hundred River Valley Special Landscape Area. Here the landscape undulates and is interspersed with woodland.

Form and Character

- 10.101 The built up area of the village is centred around the crossroads of Redisham Road, School Road and Cromwell Road. The village is relatively compact in form with development extending for a short distance along each arm of the crossroads. In addition, a cluster of buildings is located along Cromwell Road, east of the main settlement.

Population and Housing

- 10.102 Throughout the 1980s the population of the parish increased slightly from 290 in 1981 to 318 in 1991. According to the 1991 Census there are 121 dwellings in Ringsfield. Recent developments in the village have included Russell's Green (11 dwellings) and the adjacent low cost housing (8 dwellings). Together these developments represent approximately a 30% increase in the dwelling stock.

Community Facilities and Services

- 10.103 Despite its relatively small size, Ringsfield has a wide range of community facilities including a primary school, a mini-supermarket and post office, a pub and a new village hall with adjacent childrens play area and playing fields. In 1991 planning permission was granted for an additional playing field opposite the village hall.

Planning Context

- 10.104 A considerable amount of new development has taken place in Ringsfield in recent years, and additional development could not take place without extending the village into open countryside. Therefore, no further housing allocations are proposed. However, infill development within the defined limits to development will be acceptable in principle (V1).

RUMBURGH

Location and Setting

- 10.105 Rumburgh lies in a predominantly agricultural landscape to the north-west of Halesworth.

Form and Character

- 10.106 The village extends from the common along Rumburgh Street to Aldous's Corner. The village character is of an open nature with a number of open gaps between buildings, especially along The Street. These open gaps form part of the village character. The main part of the village is centred on the junction of The Street with Mill Road. A council housing development on Malt Office Avenue lies to the north of the Buck Inn adjacent to Chestnut Cottage. A relatively recent cul-de-sac of bungalows lies off The Street. The remainder of the village consists of older style farm cottages and houses. An area of land known as the pleasure ground is set in the centre of the village.

Population and Housing

- 10.107 The population of Rumburgh (1991) is 294 which represents a small rise of 3 people since 1981. Housing stock meanwhile has risen from 99 in 1981 to 121 in 1991 according to the Census.

Community Facilities and Services

- 10.108 Rumburgh has little in the way of local services with the majority of residents relying on nearby market towns for service provision. The village has one public house; The Buck Inn.

Planning Context

- 10.109 Without extending Rumburgh beyond its present physical boundary, future housing development within the village is limited. One housing site is allocated, however, at the junction of Mill Road and The Street (Policy V2.3). A small group of houses can be accommodated on this site without detriment to the open character of the village. A small village green would be accommodated within this development. A draft Development Brief for the site was prepared in 1988. Planning permission exists for four units on the site of the Classic Mouldings works.

SHADINGFIELD AND WILLINGHAM

Location and Setting

- 10.110 Shadingfield and Willingham are located either side of the A145 approximately five kilometres due south of Beccles. Surrounding the village is attractive undulating countryside. In the parish of Shadingfield, Great Wood and Sparrows Thick are County Wildlife Sites and Titsal Wood a Site of Special Scientific Interest. County Wildlife sites in Willingham include Likely Wood and Willingham Wood.

Form and Character

- 10.111 The village consists of a scatter of dwellings along the A145 and Chartre's Piece, a group of council houses on the north side of Sotterley Road. Fox Farm at the north end of the village is a Grade II Listed Building.

Population and Housing

- 10.112 The population of Shadingfield and Willingham remained constant between 1981-91, increasing by only one to 266 according to the 1991 census. In 1991 there were 59 dwellings in Shadingfield and 55 dwellings in Willingham. Most of the new development that has taken place recently has been the conversion of barns to dwellings.

Community Facilities and Services

- 10.113 Community facilities include a pub, village hall and a playing field with some play equipment. To the rear of the pub is a caravan site providing pitches for 30 touring caravans and tents and six static caravans.

Planning Context

- 10.114 Due to the linear nature of the settlement along the A145, the opportunities for additional housing are limited without extending the settlement into open countryside. The 1991 Beccles Area Local Plan identified limits to development to the village and allocated a site off Sotterley Road for housing. Planning consent for 16 houses was granted on the site in 1993. This development will represent a significant increase to the dwelling stock and further development on this scale is not envisaged in view of the form of the settlement and lack of services. Further development should therefore be restricted to infilling only within the defined limits to development.

SOMERLEYTON

Location and History

- 10.115 The village of Somerleyton is located close to the east bank of the River Waveney, seven miles north west of Lowestoft. Somerleyton is unique because it is the only village in Suffolk to have been planned. In the mid 1850s the local entrepreneur Samuel Morton Peto acquired the Somerleyton Estate and subsequently began to replan the village in the spirit of the times. The village green was created by diverting the main road through the village to form a horse shoe area, and new model houses were built around the perimeter for estate workers and their families. Today the village green remains the most striking feature of the village.
- 10.116 Somerleyton Brickfield located at the western end of the village was an important source of employment. It operated for nearly 150 years before it closed in 1939. From about 1850-1875 the Brickfield enjoyed its period of greatest prosperity and importance when it was producing some two million bricks a year and employing 26 men. Somerleyton bricks from this period were used in the building of Liverpool Street and York railway stations.

Form and Character

- 10.117 Somerleyton is a linear village with most development concentrated on the northern side of The Street between Somerleyton Green and the White House. By contrast, the southern side is tree lined along most of its length and largely undeveloped except for the new housing development at the junction with Station Road.
- 10.118 It is a combination of the village green with its thatched houses (all of which are Grade II listed buildings), the tree lined main street and views of open countryside to the south which give Somerleyton its character and charm, and a feeling of openness within the village. The Conservation Area includes most of the village, and is an indication of the special character that exists and the historical importance of many of the buildings. Somerleyton Park has been designated an Historic Park by English Heritage.

Population and Housing

- 10.119 Population figures in Somerleyton reached a peak of 627 in the mid 1850s which corresponds with the period of greatest prosperity in the Brickfield. Since then there has been a gradual but steady decline in the population. It has now stabilised and in 1991 the population of the village stood at 487.
- 10.120 In 1989 15 dwellings were constructed at the junction of The Street and Station Road. This represented an increase of about 10% of the housing stock. According to the 1991 Census there were 152 dwellings in Somerleyton. At mid 1993 there were no outstanding planning permissions for new houses in the Parish.
- 10.121 Somerleyton Estate owns most of the houses in The Street including all those situated around The Green. They still provide accommodation for estate workers and their families, or people who used to work on the estate but who are now retired.

Community Facilities and Services

- 10.122 For a small village, there is a good range of facilities including a school adjacent to the village green, a post office and shop and a small petrol station and garage on The Street.

At the western end of the village there is the Dukes Head pub. The moorings on the bank of the River Waveney make this a popular stopping place, especially in summer months. Also situated on the River Waveney is a boatyard. One of the main employers in the area is Somerleyton Estate which currently employs about 45 people. Also within the village is a bowls club and football pitch. Somerleyton Community and Recreation Association has installed a play area and equipment adjacent to the football and cricket pitches on Station Road. Somewhat divorced from the main part of the village, Somerleyton Station provides an infrequent stop on the Lowestoft to Norwich line.

Planning Context

- 10.123 The whole of the village and surrounding countryside lies within the Waveney Valley Special Landscape Area where there is strict control over new development (Policy ENV2). Immediately west of the village is the boundary of the Broads Authority. These designations are in recognition of the landscape quality and character of the area and provide an attractive setting for the village. Almost all of the built-up part of the village, plus open land to the north of the village green, has additional status as a Conservation Area.
- 10.124 Additional development would all too easily upset the balance that currently exists between the built form and the countryside. The Local Planning Authority's main objective is to retain the character of the village. Any infill development, therefore, that is acceptable under the terms of Policy V3, must not only be in keeping with the character of the village but also positively enhance it.

SPEXHALL

Location and Setting

- 10.125 Spexhall is a small scattered village lying to the north of Halesworth on the main A144 between Halesworth and Bungay.

Form and Character

- 10.126 The village is split into two or three distinct clusters of houses or cottages with the largest proportion centred on Stone Street either side of the A144 Bungay Road along Hog Lane and Grub Lane. Spexhall church is located at the end of Church Lane to the south-west of the main village cluster. To the west of Hall Lane is Long Meadow - an area of land now designated as a County Wildlife Site. The village is surrounded and interspersed by agricultural land.

Population and Housing

- 10.127 Since 1981 the population of Spexhall has dropped from 191 to 180 people. According to the 1991 Census the housing stock has hardly altered since 1981, increasing from 73 to 77 dwellings.

Community Facilities and Services

- 10.128 Because of its relatively small size, Spexhall has few community facilities. The village has a parish church and one public house; The Huntsmen and Hounds. Ilketshall St. Lawrence Primary School is the only local school for the surrounding area. Apart from the local garage in Ilketshall St. Lawrence the nearest shopping facilities are located in Halesworth.

Planning Context

- 10.129 The scattered nature of the village allows few opportunities for further development and in the main only infill plots will be allowed. However, the Halesworth Area Local Plan 1991 allocated a site on Grub Lane for housing. In 1992 planning permission was granted for 12 houses.

WANGFORD

Location and Setting

- 10.130 Wangford is a quiet and attractive village just off the A12, nineteen kilometres south of Lowestoft. It is situated within the Suffolk Coast and Heaths AONB, with pockets of high quality agricultural land lying to the north and low quality to the south. Reydon Wood and the marshy flood plain of the River Wang, to the west and south of the village, have been identified as County Wildlife Sites.

Form and Character

- 10.131 Most of Wangford is a fairly compact village, apart from a straggle of development on higher ground to the south, fronting the west side of Hill Road. A large area of Wangford has been designated as a Conservation Area in recognition of the attractive character and historic buildings of the village core. Of particular note are the Church of St. Peter and St. Paul and the High Street west of the Angel Inn. This character is further enhanced by the location of the allotment gardens to the rear of Church Street which provide an unusual and pleasant openness to the village centre.

Population and Housing

- 10.132 The population of Wangford has increased steadily between 1981 to 1991, from 447 to 571. This is primarily due to the new development on the north side of the village between the High Street and the A12. According to the 1991 Census there are 286 dwellings in Wangford. Most of the housing is in private ownership.

Community Facilities and Services

- 10.133 Wangford has only one shop/post office. The Suffolk Poacher PH closed but reopened as the Angel Inn. The Wangford Plough a listed building is some distance from the village, situated on the north side of the A12. Adjacent to this pub is the Wangford Service Station. The village hall is situated in the centre of the village with a multi-games hard surfaced area for tennis, netball and 5-a-side football situated to the rear. The recreation ground on Norfolk Road provides a kickabout area and an equipped play area. Whilst some of the equipment has been well maintained and has safety surfaces below it, other equipment needs replacing. The allotment gardens also provide a valuable form of outdoor recreation. Part of the allotment land, currently uncultivated, could provide an extension to the recreation ground.

Planning Context

- 10.134 The South East Waveney Local Plan (1985) defined tight limits to development around the village. The two areas in the High Street with outstanding planning permission for housing have since been built on and a further permission for fifteen dwellings at the extreme eastern end of the High Street was granted in August 1990. The village boundary has been amended to encompass this area of proposed development. Housing land availability records show that since 1988 planning permission has been given for a total of 30 dwellings and that in June 1993 16 of these had still to be built. It is considered, therefore, that for a village of this size there has been sufficient new development and there is an adequate supply of land with planning permission to accommodate the housing needs of Wangford. As there are also environmental constraints to the outward expansion of the village, further development within the village will be restricted to infill only. Despite the present attractiveness of the village there is still some scope for environmental improvements. Such areas include the old bus lay-by in the High Street,

the western cul-de-sac end of the High Street and the frontage of the allotment gardens in Norfolk Road. These improvements could take the form of new paving, landscaping and tree planting.

WESTHALL

Location and Setting

- 10.135 Westhall is a medium sized village close to the centre of the District. It lies approximately six kilometres to the north of Halesworth. It is well linked to the main road network with the A144 to the west and the A145 to the east of the village. The East Suffolk line defines the village's western boundary.

Form and Character

- 10.136 The village is typical of other villages found within the rural areas of Waveney. It is of a fairly compact nature with the majority of development located on Wangford Road and Locks Road. The village is surrounded by open agricultural land. In addition, it has a moated area to the south east of Wangford Road which is classed as an ancient monument.

Population and Housing

- 10.137 The population of Westhall (1991) is 374 people which is an increase of 41 people since 1981. The housing stock has increased from 128 dwellings in 1981 to 156 in 1991 according to the Census. The new housing which has contributed to this rise is found mainly at the Locks Road end of the village.

Community Facilities and Services

- 10.138 The village has a good array of community facilities including a shop, post office, village hall, play area, playing field and 'The Racehorse' public house. It also benefits from mains drainage. It is considered that Westhall is capable of supporting modest housing development.

Planning Context

- 10.139 The Halesworth Area Local Plan, published in January 1991, allocated two housing sites within Westhall. One site, which occupies a frontage along Wangford Road, has been re-allocated within this Local Plan. It is well within the built-up part of the village and close to facilities. Frontage only development for approximately six dwellings is expected. The other allocation occupying frontage on Locks Road, has already been developed. No further allocations are proposed. Infill development within the defined limits to development will, however, be acceptable in principle.

WRENTHAM

Location and Setting

- 10.140 The village of Wrentham is located approximately thirteen kilometres south of Lowestoft. It lies just outside the western boundary of the Suffolk Coast and Heaths AONB. The agricultural land quality to the east of Wrentham is particularly high, being Grades 1 and 2. Kitchen Wood and Wrentham Great Wood have been identified as County Wildlife Sites.

Form and Character

- 10.141 The village straddles the A12, with its centre focused around the junction of the A12 with the Southwold Road (B1127) and Chapel Road (B1127). This part of the village and the older part to the north fronting the A12 contains many fine Listed Buildings and is designated as a Conservation Area. Buildings of particular note are the old Town Hall and The Limes at 56 High Street. Whilst the older parts of Wrentham comprise development straddling the main roads, newer development has taken place in small clusters behind these frontages.

Population and Housing

- 10.142 The population of Wrentham has shown a gradual decline between 1981 and 1991, from 912 to 851. Housing land availability records show that since 1988 planning permission has been given for a total of 10 dwellings and that in June 1993 three of these had still to be built. According to the 1991 Census there are 418 dwellings in Wrentham.

Community Facilities and Services

- 10.143 Wrentham has a good range of services and facilities including a garage, restaurant, a post office, grocers, fish and chip shop, village hall and a public house. The range of shop types is large for such a small village and includes those of a specialist nature such as cycle, antiques and basket ware. The primary school closed in 1991. Wrentham lies on a regular bus route between Lowestoft and Southwold and on the route to Ipswich. Recreational facilities include two tennis courts used by the Wrentham Tennis club, a bowling green adjacent and a playing field to the south of the village, marked out and used for football by the local football club. The village has an informal grassed area for children's play to the rear of Walker Gardens but Wrentham lacks an equipped play area. To address a need for further cemetery space, in November 1993 planning permission was granted for an extension to the cemetery.

Planning Context

- 10.144 The South East Waveney Local Plan (1985) allocated a site on Chapel Road for approximately 30 dwellings. To date, permission to develop this site has not been sought and the allocation is to be retained. There is only limited scope for further development in Wrentham. Only one other site, at Bonsey Gardens, is allocated for housing. This site could accommodate approximately 6 dwellings. Outline planning permission was granted on the site in 1995.
- 10.145 Both allocations are well related to the village and there are sufficient services and facilities to accommodate this scale of growth. Development at Bonsey Gardens is expected to secure the provision of a childrens play area on the remainder of the old school playing field.

10.146 The proposed improvements to the A12 should relieve Wrentham of through traffic. By providing appropriate and sufficient land for development within this Local Plan, the growth of the village can be planned and pressure on more sensitive sites can be resisted.

11. LOWESTOFT

Introduction

- 11.1 Lowestoft lies to the east of the River Waveney, where Oulton Dyke feeds into Oulton Broad. The town is divided between north and south by Lake Lothing which leads to the North Sea. Lowestoft Ness is the most easterly point in England.

- 11.2 The town of Lowestoft (population 57,122) tends to dominate the Plan area. Lowestoft provides the administrative centre for Waveney District and is the focus for industry and commerce. According to the 1991 Census there are 25,107 dwellings in Lowestoft.

Regional Guidance

- 11.3 The Regional Planning Guidance recognises the importance of the port of Lowestoft for the regional economy and its strategic position in relation to Europe, the fishing industry and the offshore and gas industry. It also acknowledges the peripheral nature of Lowestoft in the region and the decline in the traditional manufacturing sector and seaside resort. As a consequence, and in order to redress the regional disparities between Lowestoft and the more prosperous areas, such as Cambridge, further major housing and employment growth is encouraged in Lowestoft.

Structure Plan Guidance

- 11.4 The Structure Plan directs a total of 8850 houses to Waveney District in the period 1988-2006. Major housing growth is expected to take place in Lowestoft. Lowestoft is identified as a sub-regional centre, where the County Strategy seeks to encourage and promote employment growth (including possible expansion of port facilities). Approximately 40 hectares of employment land currently has planning permission or is already allocated in the Lowestoft area.

- 11.5 In common with the Regional Guidance, the Structure Plan identifies Lowestoft as a relatively disadvantaged area, in comparison to the more prosperous parts of the County adjoining Ipswich and Bury St Edmunds.

Economic Development Strategies

- 11.6 The District Council's Strategy regards the regeneration and diversification of the local economy as crucial to achieving a healthy economic base and reducing unemployment. Lowestoft in particular has suffered from a dependence on jobs in the declining economic sectors of manufacturing, construction and fishing. The County Council's Economic Development Strategy recognises an opportunity for reviving Lowestoft's fortunes, by support for the Lowestoft Initiative and the prospect of proposed improvements to the A12.

Local Factors

- 11.7 Historically, Lowestoft developed around the fishing industry and as a seaside tourist resort. Before the construction of the harbour (which began in the 1840s) and the coming of the railway, the High Street area formed the main focus of the town. At that time, Pakefield, Kirkley, Oulton and Carlton Colville were all separate villages located some distance from the town. The local economy grew, following the creation of the port and the fish docks. In the heyday of the herring fishing before the start of the first world war, over 2,000 trawlers and drifters operated out of Lowestoft and Great Yarmouth. From these origins a number of

food processing and tourist industries developed, some of which are amongst the largest employers today.

- 11.8 The North Sea provides both the eastern boundary and the key to Lowestoft's traditional economic heritage. The coastal strip includes a number of uses associated with tourism (including the North and South beaches), with the exception of the industrial belt around Ness Point. The Waveney Valley Special Landscape Area, the floodplain of which is within the Broads Authority area, lies to the west of Lowestoft.
- 11.9 Population and Growth - As the economy of Lowestoft has grown and diversified in post war years, housing estates on the edges of the town have grown to accommodate the growing workforce. Demand for new housing has been created partly by natural growth (the excess of births over deaths), but is mainly due to an increasing number of smaller households and inward migration.
- 11.10 Lowestoft's population grew from 45,750 in 1961 to 52,267 in 1971. The peak population growth occurred in the late 1960s and early 1970s. By 1981 the population of the town had reached 55,993, with the figure for the wider area of Lowestoft (including Carlton Colville and Oulton) reaching 59,137. Growth continued in the 1980s, with the population of greater Lowestoft reaching 64,913 in 1991. This growth has not been fully matched by growth in employment. This paradoxical trend can be explained by significant levels of retirement migration, particularly from higher house price areas and due to the attractiveness of the coastline and countryside within the area.
- 11.11 Beyond 2006 prospects for growth will be enhanced by proposals for improvements to transport links within the town and to the region, the South Lowestoft Relief Road, Northern Spine Road, Carlton Colville bypass and the by-passing of villages on the A12. Current efforts to improve the town's image and attractiveness to business and tourism development also have a role to play.

Policies and Proposals

- 11.12 Policies and proposals for Lowestoft are located in the Lowestoft Inset and Town Centre Inset Maps.

Natural Environment

- 11.13 Lowestoft's most distinctive features are its coastal cliffs, beaches, Lake Lothing and the harbour. The land rises toward the north and south of Lowestoft, beyond which lies attractive rural countryside. Green corridors of open land run north from Normanston Park and Hall Road Ham/Bonds Meadow, Oulton Broad, and through South Lowestoft along the Kirkley Stream, providing welcome green lungs within an otherwise built up area. The 'Greenways' Strategy (ENV8) seeks to build on these natural assets by additional tree planting along main roads and footpath/cycleways.
- 11.14 The Waveney Valley Special Landscape Area (ENV2) lies to the west of Lowestoft adjoining the boundary with the Broads Authority. Other areas of natural interest identified for protection by the Plan include Sites of Special Scientific Interest (ENV5) like Corton

Cliff and a range of natural areas including County Wildlife Sites and Local Nature Reserves (ENV6).

- 11.15 In order to protect the countryside against unnecessary development and prevent coalescence of Lowestoft with Hopton and Kessingland, two strategic gaps have been identified, to the north and south of the town. (ENV4).
- 11.16 Open Breaks - As Lowestoft has grown, the built-up area has developed toward the adjoining villages of Carlton Colville and Corton. The remaining undeveloped areas have important functions of maintaining open breaks separating these areas from the town and as 'green wedges' within the built-up area. A triangular area to the north of Lowestoft Road represents the last open break between the original village of Carlton Colville and new estate development to the north. In accordance with the 'More Homes and a Better Environment' approach to new housebuilding (paras 3.31-3.33), approximately 1.4 ha (3.5 acres), of land within this open break could be released for housing as part of a comprehensive scheme for the development of the land adjoining Carlton Hall (Policy H6.4). Release of housing land would be dependent on the remainder of the open break, approximately 6 ha (15 acres), being set out as a public park with facilities in accordance with the Supplementary Planning Guidance that has been prepared for Policy H6.4 (The Chapel Road/Hollow Lane Development Brief, July 1995). Other important considerations will be the need for a satisfactory access and comprehensive landscaping to screen the development from the park.
- 11.17 The area of Dip Farm pitch and putt course and the adjacent land to the south of Pleasurewood Hills contribute (together with Corton Woods and Gunton Warren Local Nature Reserve) toward the maintenance of an open green break between North Lowestoft and Corton. It is intended to keep land to the south of Pleasurewood Hills free from development. There are certain low key uses that can be acceptable, however, as they would retain the open character of the area, be compatible with surrounding uses and have a minimal impact on nearby residential properties. Appropriate uses could include a country park, picnic sites or an extension of the adjacent pitch and putt course.

LOW1 LAND TO THE NORTH OF HUBBARDS LOKE AND CHURCH LANE REPRESENTS AN OPEN BREAK WHICH WILL BE KEPT FREE FROM DEVELOPMENT IN ORDER TO MAINTAIN ITS OPEN CHARACTER.

LOW2 LAND TO THE NORTH WEST OF LOWESTOFT ROAD REPRESENTS AN OPEN BREAK WHICH WILL BE KEPT FREE FROM DEVELOPMENT IN ORDER TO MAINTAIN ITS OPEN CHARACTER.

PARTIAL RESIDENTIAL DEVELOPMENT WITHIN THE OPEN BREAK WILL BE PERMITTED PROVIDED THAT DEVELOPMENT FORMS PART OF A COMPREHENSIVE SCHEME IN ACCORDANCE WITH THE 'MORE HOMES AND A BETTER ENVIRONMENT' STRATEGY FOR POLICY H6.4 AS SET OUT IN THE SUPPLEMENTARY PLANNING GUIDANCE AND PROVIDED THAT:

- i) **RESIDENTIAL DEVELOPMENT DOES NOT EXCEED 1.4 HECTARES (3.5 ACRES);**
- ii) **THE REMAINDER OF THE OPEN BREAK IS SET OUT AS A PARK;**
- iii) **SATISFACTORY ACCESS IS PROVIDED;**
- iv) **ADEQUATE LANDSCAPING TO SCREEN THE DEVELOPMENT FROM THE PARK IS PROVIDED;**
- v) **THERE IS NO ADVERSE IMPACT ON THE AMENITIES OF EXISTING RESIDENTIAL PROPERTIES.**

Built Environment

- 11.18 Lowestoft contains two Conservation Areas located at the High Street and in South Lowestoft. There are many fine old Listed Buildings in the High Street dating from the 16th Century, whilst the Peto Terraces and areas surrounding St Peters Church in south Lowestoft represent Lowestoft's period of expansion to become a seaside resort during the second half of the 19th Century. Although the old Beach fishing village was demolished in the 1960s, the High Street Conservation Area in particular still contains merchants houses, a number of old net stores, net drying areas and smoke houses, which reflect its past links with the fishing industry. St Margarets and St Peters churches, both listed, represent landmarks to the people of north and south Lowestoft respectively. Policies ENV24-27 relate specifically to Conservation Areas and listed buildings.
- 11.19 The Lowestoft Conservation Area Partnership Scheme offers grant aid for the repair of important buildings in Conservation Areas, supported by a rolling programme of environmental improvements. Recent design guidance on shopfronts and adverts is hoped to preserve existing traditional shopfronts within the Conservation Areas (particularly the High Street, where several unsympathetic, modern shopfronts have been inserted in the past) (Policies ENV26, 27 & 29).

11.20 Under PPG15 Annex 7, District Councils are enabled to prepare lists of unlisted buildings of local historic importance which they would seek to preserve. In Lowestoft, this would include many buildings associated with the fishing industry (net drying stores, net drying racks, smoke houses, chandlery buildings etc). A survey of such buildings is being undertaken and buildings identified should be preserved.

LOW3 THE DISTRICT COUNCIL WILL SEEK TO PRESERVE AND WHERE POSSIBLE PREVENT DEMOLITION OR LOSS OF TRADITIONAL BUILDINGS ASSOCIATED WITH THE FISHING INDUSTRY IN LOWESTOFT.

- 11.21 The Lowestoft Initiative - The Initiative represents recognition that improving the visual environment and 'image' of Lowestoft will bring benefits by way of attracting new investment to the area. To coordinate the work involved a full-time project officer has been appointed and a special budget put aside for a variety of improvement schemes. The criteria for the improvement schemes are that they should be located in prominent areas, complement other improvement works being carried out and not be already covered by an existing Council programme. Initially, work has concentrated on the four quadrants around the 'Hub' of the town by the bascule bridge. Here two phases of a viewing area, by Pier Terrace, have been completed. A Terraces Grant scheme is in operation and future areas of work include London Road South and the Whapload Road areas.

Housing

- 11.22 Lowestoft's role as the major town in Waveney means that it will absorb the major part (two thirds) of new housing development within the District. The growth of Lowestoft is constrained by several factors. These include the coast on the eastern side and the Special Landscape Area and Broads Authority areas to the west. Land to the north west and south west of Lowestoft is Grade 2 agricultural land which the District Council wishes to protect from development, together with the Strategic Gaps within the coastal strip between Lowestoft and adjoining settlements (Policy ENV4). This reduces the areas of expansion to those less sensitive areas immediately adjoining the existing urban fringe.
- 11.23 Several outstanding commitments from the previous Lowestoft Plan (1984) will contribute towards new housing provision. These include 36 ha (89 acres) with outline planning permission at Parkhill/Pleasurewood, and undeveloped land at Dunston and College Farm. Under Policy H6, the new housing areas (including gross site areas) are to be located at :-
- | | |
|---|--------------------|
| 1. H6.1 Woods Meadow, Sands Lane, Oulton | 22 ha (54 acres) |
| 2. H6.2 Land to the East of Beccles Road | 9.7 ha (24 acres) |
| 3. H6.3 Land to the South of Bloodmoor Estate | 13.3 ha (33 acres) |
| 4. H6.4 Land adjoining Carlton Hall, Carlton Colville | 28.3ha (70 acres) |
| 5. H6.7 Gorleston Road Primary School, Lowestoft | 2.0 ha (5 acres) |
| 6. H6.9 Land to the East of Poplar Road, Carlton Colville | 0.6ha (1.5 acres) |

At the time of publication, planning permission had been granted on the following sites :-

- | | |
|------|---|
| H6.2 | Land to the east of Beccles Road (development commenced) |
| H6.7 | Gorleston Road Primary School, Lowestoft (development completed apart from conversion of the former school building). |
- 11.24 Lowestoft has particular infrastructure constraints and requirements that need to be overcome or addressed during the plan period in order to achieve the development of the proposed housing sites. Access is a major factor on three of the larger housing sites. Additional development at Bloodmoor (H6.3) and Carlton Hall (H6.4) will require construction of part of the Carlton Colville bypass. At Sands Lane (H6.1) a new link road through the development is one of the most important site infrastructure requirements. Provision for community facilities is also being made within the development briefs for new housing sites in the Lowestoft area, where these facilities are currently limited or used to capacity (as at Carlton Colville and Oulton),
- 11.25 The capacity of drainage infrastructure to provide for new housing in Lowestoft is limited. Much of the foul sewerage system requires upgrading to continue disposal at the Ness Point outfall. Within the Plan period, the statutory undertaker (Anglian Water Services) will be required to provide additional sewage treatment at Lowestoft before discharge into the North Sea, under the requirements of the EC Urban Waste Water Directive.

Housing Site Descriptions

H6.1 Woods Meadow, Sands Lane, Oulton - 22 ha (55 acres)

- 11.26 i) Site Description - With the exception of the former Fat and Bone Works, this site is an open area of farmland which has a rural aspect and generally slopes down toward the south. To the west of the site lies the Broads Authority area and the marshes of the Waveney Valley and particular care will be required in the development and landscaping of the more elevated parts of the site adjoining the western boundary at Woods Lane. The former Fat and Bone Works part of the site has substantial conifer tree belts along the southern boundary and crossing from north to south midway across the site. The eastern boundary is partly formed by Longfields Path and to the north-east the site is bounded by the Dunston development. The land is crossed by footpath routes from east to west which will be retained as a basis for greenway routes. A pit area on the eastern boundary with some trees and vegetation adjoins Longfields Path and should be retained as a play area or informal amenity/wildlife area.
- 11.27 ii) Filled Land and Ground Conditions - A large area of filled land lies to the north and west of the site toward Hall Lane. To ensure that the area can be developed comprehensively and there is no risk of methane or carbon dioxide migration from the filled land, the developer(s) will need to carry out a detailed ground investigation survey and if appropriate, preventative measures prior to development. The area of the former Fat and Bone Works has been the subject of a detailed site investigation to establish its safety and suitability for development.
- 11.28 iii) Overhead Lines - High voltage overhead lines currently traverse the land to the west of the Dunston development, alongside the north eastern corner of the land allocated for housing. The undergrounding of these lines and the removal of pylons would be most welcome. However, in the event that this is not possible, then any future development will need to take account of the presence of the lines and must include a 30 metre wide buffer zone beneath them. This zone could be retained as a landscape corridor or greenway route.
- 11.29 iv) Access - An existing access from Sands Lane, Lime Avenue, adjoins the south west corner of the site. To ensure the proper planning of the area and to facilitate east-west traffic movements from the new housing area, the main distributor road should link to the Dunston development to the east at an appropriate stage. Off site road improvements will be required as a result of the development, including reinstatement of visibility splays and widening at Dunston Drive junction with Gorleston Road, local roundabout improvements, traffic calming and signalling measures. Fuller details are set out in the development brief.
- 11.30 v) Drainage - The site drains naturally to the south and west. An off-site surface water sewer will be required to the north together with some form of flow attenuation. The most direct route for surface water drainage is via Chestnut Avenue to Oulton Broad, although the Environment Agency would prefer to see discharge to Lake Lothing. Anglian Water Services (AWS) will require either a dry or wet balancing pond to attenuate the flow. The existing foul sewerage infrastructure in the vicinity of the site has sufficient capacity to accommodate the anticipated flows likely to be generated but problems exist within the overall catchment. Therefore, to allow sufficient time for the necessary improvements to be implemented, AWS Ltd will, where appropriate, require the development to be phased.
- 11.31 vi) Comprehensive Approach - A development brief has been prepared for this site including details of how the Local Planning Authority expects the area to be developed, the provision of a larger park area to the north, siting of community facilities and the distributor road link

to Dunston. It may also prove necessary to identify a site for a new primary school (see para 9.12).

H6.3 Land to the south of Bloodmoor Estate - 13.3 ha (33 acres)

- 11.32 i) Site Description - This site is an open agricultural field which slopes to the south west and contains few natural features. It is bounded by the older part of Carlton Colville village to the west and new housing development at Bloodmoor to the north and east. The north west corner of the site contains a former waste tipping site, which might be used for a play or amenity area and be extended to form part of larger open space area to serve the development. It would also form a buffer from adjoining housing development at Carlton Colville village. Ground investigations will be required to determine its extent and a safe distance for the construction of any adjoining houses. Substantial landscaping will be required to the southern boundary to screen development from the open countryside.
- 11.33 ii) Access - Access is available to the site via extension of distributor roads within the Bloodmoor Estate. As more traffic will feed from the Bloodmoor estate via Ribblesdale onto existing roads in Carlton Colville (such as Lowestoft Road), which are of insufficient capacity to carry additional vehicles, the construction of a single carriageway of the Carlton Colville Bypass as part of the development will be required. The developer will also be expected to set land aside for the second carriageway.
- 11.34 iii) Drainage - Surface water and foul sewerage will connect in the existing systems, though improvements may be required to the system to increase capacity by the Statutory Undertakers. Phasing provisions may be required to allow these improvements to take place. Consultation with both Anglian Water and the Environment Agency will be necessary.
- 11.35 iv) Services - Two high voltage lines will need to be undergrounded and an additional substation will be required.
- 11.36 v) Archaeological Investigation - The County Archaeologist has advised the Council that the site adjoins a major Anglo-Saxon burial ground, where a number of important finds have been made in the past. Prior to development, a detailed archaeological investigation will need to be carried out (at the owners'/developer's expense) to determine the extent and importance of this site. Depending on the findings of the survey, detailed recording or exclusion of certain areas from development may be required.
- 11.37 vi) Comprehensive Development - The present allocation would consolidate the estate. No further housing development is envisaged to the south of Bloodmoor at present, as the current allocation would represent the limit to development which could be served adequately from existing estate roads. A development brief is being prepared for the site.

H6.4 Land adjoining Carlton Hall, Carlton Colville - 28 ha (70 acres)

- 11.38 i) Site Description - The site is an area of open fields which slopes to the north and south from a central ridge which contains several trees and hedges which could form a starting point for layout planning. It is bounded by Hollow Lane to the east, Chapel Road to the west, Beccles Road to the north and St Peter's Road to the south. The site excludes existing buildings at Carlton Hall, but development should preserve both their setting and views across to St Peter's Church. A landfill pit adjoining the Hall could be used as a play area. A community health care development has been constructed along the southern boundary adjoining St Peter's Road.

- 11.39 ii) Access - Development of the site is largely dependent on phase 2 of the construction of the Carlton Colville Bypass. Suffolk County Council has published detailed plans for this road and submitted a planning application (mid 1993). Phase 1 of the scheme, from Worlingham to Chapel Road in Carlton Colville, is programmed for 1995/96. Phase 2 from Chapel Road to Bloodmoor Road in Lowestoft, is not yet programmed and is unlikely to be provided until such time as the South Lowestoft Relief Road is in place. In the meantime this phase could be constructed to single carriageway standard by the developer, to facilitate development of the site. The developer will also be expected to set land aside for the second carriageway. Main access points could be via a new roundabout to the east of Chapel Road and from Beccles Road. Access to part of the housing areas at the eastern part of the site would be via an improved Hollow Lane. It will be necessary to avoid through routes within the estate which could be used as short-cuts to the bypass. A private drive could serve a small development adjoining Carlton Hall.
- 11.40 iii) Drainage - Surface water drainage improvements on site and downstream will be required. Foul sewage drainage facilities have recently been improved by the Statutory Undertakers. Phasing provisions may be required to development to allow any drainage improvements to take place. A mains water pipe crosses the southern portion of the site in an east-west direction which would require re-routing.
- 11.41 iv) Comprehensive Development - Approximately 490 houses could be constructed on the site. The Council would wish to see the site developed comprehensively to incorporate neighbourhood areas, open space, community facilities and a shopping centre. In connection with this development the Council is also seeking the provision of a major open space area on the north side of Lowestoft Road, to serve both the new and existing community. A Development Brief (July 1995) has been prepared for this site.

H6.7 Gorleston Road Primary School, Oulton - 2 ha (5 acres)

- 11.42 This site comprises the former primary school buildings on Gorleston Road, together with the small playing field to the rear. To the south are the residential properties in Elmhurst Avenue. To the north and west are the wooded areas of Bonds Meadow; a proposed Local Nature Reserve and public open space.
- 11.43 Forty three affordable housing units involving two housing associations and including a special unit for elderly disabled people, were completed on the site in mid 1995. Therefore, development of the site has been completed apart from conversion of the former school buildings.

H6.8 Land to the East of Poplar Road, Carlton Colville - 0.6 ha (1.5 acres)

- 11.44 The site is currently used as a smallholding. A small housing development could be accessed from Bloodmoor estate. Boundary hedges should be retained and reinforced by additional planting where necessary, particularly along the western boundary. A number of dead trees along the eastern site boundary will need to be made safe (further advice being available from the Council's Landscape Adviser). Smaller trees within the northern part of the site should be retained within gardens/amenity areas where possible. A satisfactory relationship between new development and existing houses on Poplar Road is necessary and restriction to single storey development within the site may be required to achieve this.

Existing Residential Areas

- 11.45 The District Plan includes a number of policies aimed at improving and protecting the environment within particular housing areas in Lowestoft (Policies H9-H16). Many areas of older terraced housing would benefit from traffic calming (removing rat-runs and reducing excessive speeds). Environmental improvements would benefit other areas within South Lowestoft where a high level of HMO conversions have taken place, or council estates which have amenity areas which require upgrading and landscaping.
- 11.46 Areas characterised by low density development, such as The Avenue in Kirkley, Prospect Road in Oulton Broad and Kirkley Park Road are all parts of Lowestoft where protection is needed so as to preserve their character and amenity against insensitive infilling (Policy H9).
- 11.47 Certain areas of Lowestoft, particularly on the northern fringes, are characterised by scattered ribbon development. Blundeston Road and Lowestoft Road, near Blundeston, are examples of areas where there has been pressure to extend or consolidate ribbon development. Proposals to extend or develop within these areas will be assessed against Policies V3 and V4 of the Villages and Rural Areas Chapter.

Flat Saturation Levels

- 11.48 Particular areas of Lowestoft have been subject to high levels of pressure for conversion of houses to flats. These areas are over-saturated in terms of pressure on parking, level of activity generated and the effect on the remaining family dwellings. As a result, in addition to the general policies for conversions in the Plan (H12 & H13), policies on saturation levels have been adopted for Cleveland Road/Grosvenor Road/Windsor Road/London Road South and Lyndhurst Road (H14). All five streets are subject to severe on-street parking pressure. Cleveland, Grosvenor and Lyndhurst Roads already have up to 50% of properties converted to flats and other uses and for this reason the District Council will resist further conversions. Windsor Road is composed of mainly family sized houses which are most suited to being retained in their original use. Despite the presence of guest houses, the section of London Road South referred to in the Policy is mainly residential in character and thereby generally lacks off-street parking. A document titled 'Policies relating to Self Contained Flats and Houses in Multiple Occupation (HMOs)' has been produced for additional guidance.

Industry

- 11.49 The Local Economy and Employment Trends - From its origins as a fishing port and seaside resort, Lowestoft's economy diversified into a range of food processing, manufacturing, oil and gas, shipbuilding and marine engineering industries. In the 1960s purpose built industrial estates were developed at Beach, South Lowestoft and Oulton as the manufacturing economy diversified. Today, the majority of industrial and commercial development is expected to be located in or near to Lowestoft, where labour supply is concentrated and where there is investment in social facilities and communications.

11.50 In the second half of the 1980s, Lowestoft began to recover from the recession in the manufacturing industry, which followed the closures of several major local employers (Eastern Coachworks, Pye etc). Several major employers invested heavily and expanded capacity, indicating their confidence in the town's future. More recently, investment by Birds Eye and Sanyo has continued this trend. There has also been considerable growth in small business and self employment. As Lowestoft is characterised by locally-based manufacturing firms, it did not benefit fully from the growth of new service and high technology industries experienced elsewhere.

11.51 From the beginning of the 1990s, however, unemployment began to grow, reflecting worsening national economic conditions and the fragile nature of the local economy. Employment losses have been particularly significant in the local boat and shipbuilding industry, with the closure of Brooke Yachts and Richards Shipbuilders. The local fishing industry also continues to decline as Government and restrictions make fishing a less profitable business. Between June 1991 and August 1993, unemployment in the Lowestoft travel to work area had risen from 7.3% to 11.3%, peaking in February 1993 at 12.8%.

11.52 Industrial and Commercial Land - Much of Lowestoft's industrial property is located in old, low quality estates, generally built around old factory complexes or fishing buildings. In the past, the District Council has invested heavily in servicing land, particularly at South Lowestoft Industrial Estate. This is no longer possible due to financial constraints. However, the District Council, through its Economic Development Strategy, continues to promote and support a diverse local economy and enhance employment opportunities. It is unfortunate that its bid for Assisted Area (UK) status has recently failed, as did the bid for Objective 2 (EC) status (paras 4.15-4.22). However, a bid for Objective 5(b) Status was successful.

11.53 Lowestoft is the administrative centre for Central and Local Government, local professions and industries operating in North East Suffolk. Scientific and technical jobs are provided by the Government Fisheries Laboratories at Pakefield. There are no large commercial offices in the town, although greater office employment would extend and diversify job opportunities. Future potential business park sites could include land to the south of Peto Way, or a waterside location such as the former Brooke Yachts site, or Morton's Canning Factory at Belvedere Road, following construction of the South Lowestoft Relief Road.

- 11.54 District Plan policies (E2 and E3) direct further industrial development toward existing mainly industrial areas, such as around Lake Lothing, or to new purpose built industrial estates at South Lowestoft, Beach and Oulton. A 3.2ha (8 acre) extension is proposed to Oulton Industrial Estate (E1.1).

Main Industrial Areas

- 11.55 Lake Lothing - Historically Lake Lothing provided a navigational link from the River Waveney to the North Sea. As Lowestoft developed as a port, fishing and marine engineering industries, requiring quayside space, developed on its shores and around the harbour, forming the traditional industrial heartland of the town and contributing to its character today. Lowestoft's reputation as a port was built around the fishing industry and the handling of agricultural produce, supplemented more recently by oil and gas operations. A new fish market was opened in 1987 at Waveney Dock, whilst major improvements have been carried out at North Quay to the cargo terminal. There is potential to expand the port around the existing container depot on the railway land to the north of Commercial Road. Today Lake Lothing is flanked by a variety of major employers such as Associated British Ports (ABP), Aros, Boulton and Paul, Sanyo, Shell and SLP Engineering, the majority of whom have carried out major investment programmes to their sites and premises in recent years. There are a number of areas of underdeveloped land which offer potential for expansion or new development. These include:-

1. Land to the west of Boulton and Paul (including part of the former Brooke Yachts site)
2. Land to the west of Sanyo
3. British Rail land adjoining Commercial Road
4. Former Mortons Canning Factory site at Belvedere Road

- 11.56 Where redevelopment for industrial or business use occurs within the Lake Lothing area, it is expected that the opportunity will be taken to improve standards in line with current policy guidelines (E9). This will be particularly important in areas where factories adjoin residential development, such as Salisbury Road and Windsor Road. In addition, care should be taken to conserve the remaining saltmarsh communities in the area, particularly along the footpath following the north shore from Bridge Road to Normanston Park. In particular, the unique site for the rusty-back fern, which has been identified as a County Wildlife Site, should be protected. Policies TM4 and TM7 recognise the changing nature of the Lake Lothing area and identify areas, at its eastern and western ends, with potential for tourism or leisure development.

11.57 A major problem, in promoting the Lake Lothing area and facilitating change, are the access problems on both the north and south sides. Recent improvements to the A1117 (Mutford Bridge), have improved access to Lake Lothing in the Victoria Road area and access at the Commercial Road end will be improved following the construction of the South Lowestoft Relief Road and Northern Spine Road. However, there will continue to be a need to address the problems of access. Environmental improvements would also help to improve the trading position and the image and attractiveness of the area to investors and existing firms. There is a further need to examine the opportunities for rationalising existing land uses and identifying suitable redevelopment sites. For these reasons the area around Lake Lothing has been identified for further investigation. The Lake Lothing project will develop a strategy to address the land use, traffic and environmental issues with the overall aim of revitalising and positively enhancing the area. Four objectives will form the basis of the project :-

1. To ascertain the extent to which the project area should be retained in industrial use in the long term
2. To investigate the potential for other land uses
3. To investigate the potential for environmental improvements
4. To improve access into the area

The project will be progressed in conjunction with appropriate landowners and be subject to public consultation prior to the approval of the document as Supplementary Planning Guidance.

11.58 South Lowestoft Industrial Estate - South Lowestoft Industrial Estate (SLIE) is the largest purpose built industrial estate, occupying an area of approximately 40 ha (100 acres). The estate accommodates a wide range of employers from Zephyr Cams (Engineering) to Hoseasons Holidays (office). The land was originally acquired by the District Council and either developed, leased or sold to industrialists. To meet future demand for industrial space, planning permission has recently been granted for a 20 ha (50 acre) extension. Planning requirements for the development include a wide landscaped belt where the southern and western boundaries of the site border onto open countryside. The estate is reasonably well laid out, but the image and environment of the estate would benefit by more attention to the design of buildings and landscaping. Some improvement has been seen in these areas in the most recent phase, which the Local Planning Authority will continue to encourage by applying the guidelines of Policy E9 to individual planning applications. Modest improvements to signage and landscaping have already been carried out, but there is still scope for further works to be implemented.

11.59 Beach Industrial Estate - The Beach Industrial Estate was developed in the late 1960s and 1970s. Food processing industries in the northern area and oil and gas related industries in the southern area have both expanded. A major extension to the Birds Eye factory was undertaken in 1992, adjoining the North Denes. Access to the area has been improved through the completion of the Eastern Relief Road. To the north, the Estate is bounded by the net drying area and existing open space. To the west, it is adjoined by the High Street Conservation Area. The quality of design of any new development will be particularly important in those areas adjoining the Conservation Area. Pressure for retail trading uses has been experienced in the past. These are restricted by shopping policy SHO4.

- 11.60 Oulton Industrial Estate - Oulton Industrial Estate originally developed as an off-site refrigeration area (Christian Salveson) for the Birds Eye Factory and now contains a range of industrial, warehouse and office users, such as Hughes TV and Audio and Nurdin & Peacock. Cross-town traffic movement of heavy goods vehicles presents problems with major industrial expansion but light industrial or office developments would be acceptable within the proposed 3.2ha (8 acres) extension to the estate (E1.1). This industrial allocation contributes to the supply of available sites north of the river.

Town Centre

- 11.61 Lowestoft acts as a day to day shopping centre, meeting the immediate need for comparison shopping. It has improved its shopping status in comparison to the neighbouring town of Great Yarmouth. Completion of the recent out-of-town proposals means that the emphasis on food retailing has shifted from the town centre and that positive measures will be needed to maintain its attractiveness.
- 11.62 At May 1995, Lowestoft town centre (as shown on the Lowestoft Inset Map) had a total of 242 commercial premises, 13 food shops, 137 non-food shops, 74 offices, 16 restaurants, public houses and cafes and two other shop uses. The town centre shops are concentrated along either side of London Road North from Waveney Road to Artillery Way. There are very few shops on the adjoining side streets, with the exception of the Britten Centre and Bevan Street. This results in a predominantly linear town centre with a natural concentration of retailing activity between Waveney Road and Gordon Road, which is defined as the Primary Retail Area.
- 11.63 Within the town centre, in accordance with the Use Classes Order 1987, shops, financial and professional services and food and drink outlets will generally be acceptable. An exception is the Primary Retail Area where it is considered that a dilution of retail uses would be harmful to the character of the town centre as a whole and would adversely affect its vitality. Financial and professional service uses in these locations would interrupt the flow of the shopping frontage and could dissuade shoppers from seeking out other retail outlets beyond. Food and drink outlets are important to Lowestoft's role as a holiday resort and they are considered appropriate uses within the Primary Retail Area. They can also add vitality to the town during the evening.

LOW4 WITHIN LOWESTOFT TOWN CENTRE AND SECONDARY SHOPPING CENTRES PLANNING APPLICATIONS FOR THE DEVELOPMENT OF CLASS A1 (SHOPS), CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) AND CLASS A3 (FOOD AND DRINK) USES WILL BE PERMITTED SUBJECT TO POLICIES LOW 5, 6, 8 & 9. THERE SHOULD BE NO SIGNIFICANT ADVERSE EFFECT ON THE ENVIRONMENT, TRAFFIC GENERATION OR CAR PARKING.

LOW5 THE COUNCIL WILL NOT PERMIT CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) USES WITHIN THE PRIMARY RETAIL AREA AS DEFINED ON THE PROPOSALS MAP - LOWESTOFT TOWN CENTRE INSET.

- 11.64 As in most towns the size of Lowestoft, there is pressure in and around the town centre for associated office space. This use is discouraged from locating within the Primary Retail Area and consequently the roads adjoining the main shopping streets contain a mix of financial and professional offices which serve visiting members of the public. The streets in which these uses occur can often contribute to the particular character of such quarters of the town. Previously residential areas, such as Surrey Street, Gordon Road, Regent Road and Beach Road, are now largely in office use.
- 11.65 The policy of the previous Local Plan of only allowing change of use from residential to financial and professional offices in particular areas has been a successful safety valve for the town centre and should be retained. Consequently, the conversion to these uses in predominantly residential areas adjoining the existing commercial areas will normally be resisted (including residential accommodation above commercial premises), in order to prevent them spreading into fringe areas to the detriment of residents. This is particularly the case on the west side of Alexandra Road and on Milton Road East. Residential areas in close proximity to the town centre also contribute to the vitality of the town, especially in the evenings. Within the LOW6 policy area along Waveney Road the importance of the port of Lowestoft is reflected by the location of business offices of shipping companies. The operation of the policy will not prejudice their continuing use.

LOW6 CHANGES OF USE FROM RESIDENTIAL TO A2 (FINANCIAL AND PROFESSIONAL SERVICES) USES WILL ONLY BE ALLOWED WITHIN AREAS OF PREDOMINANTLY OFFICE USES AS DEFINED ON THE PROPOSALS MAP - LOWESTOFT TOWN CENTRE INSET.

- 11.66 Plan wide policies covering Lowestoft Town Centre include Policies SHO1 and SHO3. Respectively, these policies seek to increase the attractiveness of the town centre through environmental enhancement and to direct new major retail development towards it.

Secondary Shopping Areas

- 11.67 Secondary shopping centres, such as the High Street, London Road South and Oulton Broad provide local and specialised shops and tourist related facilities. These centres have suffered declining fortunes. The potential to improve the Bridge Road south area of Oulton Broad and London Road South shopping environment have already been investigated. Policies LOW8 and LOW9 set out below seek to address the issues for London Road South. Further investigations are being carried out for all three areas.

LOW7 FUTURE PRIORITY WILL BE GIVEN BY THE DISTRICT COUNCIL TO ENVIRONMENTAL IMPROVEMENTS AND TRAFFIC MANAGEMENT TO FURTHER IMPROVE THE SHOPPING

ENVIRONMENT WITHIN SECONDARY SHOPPING AREAS.

- 11.68 The High Street - The High Street forms the heart of the High Street Conservation Area and historically was Lowestoft's primary shopping street. It now contains a number of specialised shops serving local shopping needs, offices, and in many cases residential dwellings. The areas surrounding the Town Hall and the Triangle Market are the main points of activity. With its status as a Conservation Area it is important that the main priority for the area should be the continued preservation and maintenance of the areas physical fabric. Recent history shows that from 1979 to 1990 no less than fifty changes of use, or occupant, took place within the High Street, demonstrating its fragility as a retail area.
- 11.69 Oulton Broad - Shopping provision is located on Bridge Road in two groups either side of the Lake Lothing crossing between Oulton Broad North Railway Station and the Victoria Road junction. Construction of the new road and bridge over Mutford Lock now allow through traffic to bypass Bridge Road south, creating opportunities for environmental enhancement including pedestrian priority measures (LOW11.6). The shopping environment of Bridge Road north continues to suffer badly from through traffic. This creates unpleasantness and inconvenience for both the pedestrian and the car borne shopper. The general improvement of the shopping environment is therefore seen as the priority, enabling the shopping profile of Oulton Broad to be raised.
- 11.70 London Road South - London Road South offers a variety of shop and office types ranging from a small Co-op supermarket to service activities such as Building Societies, Estate Agents and Banks. However this shopping area has been in steady decline in recent years as is evidenced by the rapid turnover of occupants, lack of investment in premises and the high number of vacant shops. In May 1995 19 of the shops were vacant. The increasing traffic congestion on this section of the A12, lack of rear servicing and parking facilities (despite short term parking being permitted on each side of the road and the car park in Clifton Road) generally create a poor environment for local traders, residents, shoppers and visitors alike. The removal of traffic from London Road South, through the implementation of the South Lowestoft Relief Road would provide scope for significant environmental improvements. Given the uncertainty over the timing of the South Lowestoft Relief Road, the District Council has taken the view that progress towards halting the continuing decline of London Road South is required in the interim.
- 11.71 This shopping area has to some extent suffered from the dispersed nature of the shops within London Road South. The lack of a continuous shopping frontage has had an adverse effect on the vitality and viability of the area causing businesses to struggle particularly on the periphery. A shopping core has therefore been identified to provide a central shopping area (Windsor Road to No 271 on the west side and No 156 to Claremont Road on the east side). This area is mainly composed of purpose built shops and currently contains a number of empty shops. To maintain the continuity of the shopping frontage and its attraction to shoppers, conversions to residential uses of ground floor premises in the shopping core will not be acceptable.
- 11.72 Retail (A1), professional services (A2) and food and drink (A3) uses, as defined in the Use Classes Order 1987 would be acceptable in the core area, including the sub-division of larger premises (eg former Lillians) to provide these uses. Flat conversions above shops would also be acceptable in principle (subject to normal parking requirements etc).

LOW8 TO MAINTAIN THE CONTINUITY OF THE SHOPPING FRONTAGE WITHIN THE SHOPPING CORE AREA OF LONDON ROAD SOUTH (AS IDENTIFIED ON THE PROPOSALS MAP FOR LOWESTOFT), CHANGES OF USE OF GROUND FLOOR PREMISES FROM USE CLASSES A1, A2, AND A3 TO RESIDENTIAL OR OTHER USES WILL NOT BE ACCEPTABLE.

- 11.73 Outside the shopping core the majority of shop premises are in converted houses. Typically this was achieved by removing the ground floor front wall and erecting a glazed shop front in front of the building line. Front gardens were paved over and garden walls or railings removed. The variety of shopfronts and signage has resulted in a haphazard visual impression to the detriment of the street scene. The reversion of many of these converted houses to their original residential use would improve the street scene and reduce both the number of empty shops and the shopping area to a more viable size. Conversions will need to reinstate the ground floor in keeping with the character of the upper floors of the building (and adjoining properties where it is part of a terrace). Such conversions could also make a valuable contribution to the housing stock. Whilst normal residential standards would be applied as far as possible, a flexible approach would be needed in relation to parking provision in view of the existing uses and the lack of available parking.

LOW9 WITHIN AREAS OF LONDON ROAD SOUTH BETWEEN CLIFF ROAD AND BELVEDERE ROAD, OUTSIDE THE SHOPPING CORE AREA, CONVERSIONS FROM RESIDENTIAL TO OTHER USES WILL NOT BE PERMITTED. OUTSIDE THE SHOPPING CORE AREA THE CONVERSION OF A1, A2 AND A3 USES TO RESIDENTIAL WILL BE PERMITTED PROVIDED THAT:

- 1. NORMAL PLANNING STANDARDS AND PARKING REQUIREMENTS (WHERE PRACTICAL) CAN BE MET;**
- 2. THE REINSTATEMENT OF THE GROUND FLOOR TO RESIDENTIAL USE IS CARRIED OUT SYMPATHETICALLY AND IN KEEPING WITH THE CHARACTER AND APPEARANCE OF THE REST OF THE BUILDING OR TERRACE.**

- 11.74 Many of the less attractive buildings and sites along London Road South relate to the post-war period of redevelopment. More recently a better standard of new development has been achieved, for example Haileys Court and Lawson Court. Several sites offer potential opportunities for upgrading the street scene and environment of London Road South. Possible areas for redevelopment for housing/leisure, should the opportunity arise, include Marine Filling Station and 138-144 London Road South (Restaurant/Pot Black Club to the Grand Theatre site). Land between the Hollywood Cinema and Mann Egerton (45-97

London Road South) has potential for conversion of businesses back to residential and the redevelopment of newer buildings with little intrinsic merit for residential use.

11.75 Other long term proposals include improvements to shop fronts and advertisements as and when the opportunities arise, improvements to street furniture, paving and signing. Pedestrian priority measures will also be investigated further. Current suggestions include :-

- a. pedestrian priority crossings at Union Place, adjoining Haileys Court/232 London Road South, Economy Road and Freemantle Road entrances;
- b. road closure of Lorne Park Road;
- c. reduce carriageway width at the entrances to Claremont Road and Waterloo Road (providing chevron parking in the side street).

11.76 Implementation - A programme of improvements will be carried out as and when resources allow and when opportunities arise.

Car Parking

- 11.77 The main shopping area currently has car parking facilities with a total of 1,224 spaces in the town centre. The town centre is served by two multi-storey car parks at Battery Green and the Britten Centre, with a number of single level car parks adjacent to the central retail area. It is expected that to accommodate new development and take account of increasing car ownership in forthcoming years, further car parking space will be necessary to cope with the extra demand. Because of the lack of suitable sites within the town centre area, it is likely that extra space would take the form of a multi-storey car park on the existing Clapham Road South car park, as originally put forward in the 1971 Town Map. To bring in private finances, and improve viability, the scheme could incorporate an extension to the Britten Centre shopping area.

LOW10 THE DISTRICT COUNCIL WILL SEEK THE DEVELOPMENT OF THE CLAPHAM ROAD SOUTH CAR PARK AS A MULTI-STOREY CAR PARK.

- 11.78 Implementation - By the District Council, but commuted car parking contributions (Policy TR7) from developments within the town centre area could contribute towards the cost. In the event of a joint scheme including shopping development, a development brief for the site could be prepared.

Redevelopment of the Station Site

- 11.79 The previous Local Plan accepted the principle of redeveloping the Station site, in order to divert the route of the A12, which would in turn facilitate the pedestrianisation of Station Square. This remains the Council's long term aim. With this in mind the Council prepared a Development Brief in 1996 for the area setting out a number of design principles it would wish to see incorporated in any redevelopment scheme.

Pedestrianisation

- 11.80 Pedestrianisation has improved the shopping environment in London Road North. Construction of the South Lowestoft Relief Road will provide further opportunities for environmental enhancement along London Road South, over and above those mentioned in paragraphs 11.70-11.76.
- 11.81 Other areas where pedestrianisation will be considered include the Triangle Market, which would benefit the High Street area now the Eastern Relief Road has been completed. Pedestrianisation has undoubtedly played a major role in raising the overall standard of the shopping environment within London Road North and it is likely that designating pedestrian priority, at locations such as Station Square/Suffolk Road and Bevan Street East, would lead to these areas becoming more prominent within the central area, attracting more shoppers. The construction of the new Mutford Lock Bridge and diversion of the A117 has created an opportunity to partially pedestrianise Bridge Road, Oulton Broad (as had been suggested by the Oulton Broad Study, Broads Authority, October 1991). Any scheme will need to be carefully designed to take account of the access requirements of local businesses.

LOW11 THE DISTRICT COUNCIL WILL SEEK TO CREATE FURTHER PEDESTRIANISATION OR PEDESTRIAN PRIORITY AREAS IN THE FOLLOWING LOCATIONS:

1. **HIGH STREET/TRIANGLE MARKET AREA**

2. **BEVAN STREET EAST**
3. **STATION SQUARE**
4. **LONDON ROAD NORTH (GORDON ROAD/REGENT ROAD)**
5. **LONDON ROAD NORTH (MARINA)**
6. **BRIDGE ROAD, OULTON BROAD**

- 11.82 Implementation - The above schemes will be undertaken by the District Council as part of an ongoing programme of pedestrianisation schemes, as and when resources allow.

Tourism

- 11.83 Having originally developed into a popular seaside resort by Victorian times, Lowestoft has been a typical "bucket and spade" destination with its beaches as the principal attraction. It has recently won several coveted Blue Flag and Best Beach awards. Other major attractions include Pleasurewood Hills Theme Park, which had 450,000 visitors in 1992, making it the second most popular commercial attraction in East Anglia. Tourist accommodation is dominated by mainly self catering accommodation located to the north and south of the town.
- 11.84 As Lowestoft is the main centre for tourism, the Tourism chapter includes an appraisal of the Lowestoft area's six existing primary tourism areas at Corton, Gunton, North Denes, the Central Areas, South Beach and Pakefield - Kessingland. A programme of improvements are being carried out at South Beach and along the seafront. The first phase of the South Beach improvements has been completed with the opening of the East Point Pavilion in 1993. Further opportunities to promote new tourism development are recognised at Ness Point and the eastern and western ends of Lake Lothing. The Oulton Broad Study identified a range of proposals to improve the potential of the Oulton Broad end of Lake Lothing, including a tourist information centre and improvements to Bridge Road.

Recreation and Community Facilities

- 11.85 In Lowestoft, certain outer housing estates lack community facilities, such as community halls, playing fields and larger park areas. The development of the new housing areas for Lowestoft will also require additional facilities, including schools. Therefore, in appropriate cases, sites will be retained in new housing developments for this purpose.
- 11.86 New primary schools are proposed within the existing site of the Benjamin Britten High School, within the new Parkhill development, on land adjacent to Pakefield Park, and possibly at Woods Meadow (see para 9.12). Land adjacent to the Warren School is to be retained for playing fields (CF1.3).
- 11.87 As the largest built-up area in the District, the protection and provision of open space is particularly important in its contribution to the quality of life. Lowestoft is significantly deficient in public open space and policies in the Recreation and Open Space chapter seek to address the deficiency through the protection and upgrading of existing open space of recreation and amenity value (OS1, OS3). In addition, Bonds Meadow (most of which the District Council has now acquired), Hall Road Ham, land to the north of Kirkley Fen and land adjacent to Dell Road Primary School are proposed as public open space (OS4). The intention to secure larger park areas as part of the major housing allocations will also considerably offset the shortfall. The sporting facilities, particularly for the local hockey

clubs, have been significantly enhanced by the provision of a full-size all weather playing pitch at Kirkley High School.

- 11.88 Lothingland Hospital is now closed. The most appropriate form of development for the site would be the conversion or replacement of the existing buildings for a residential institutional use, as defined in Class C2 of the Use Classes Order 1987. Appropriate uses include a hospital, nursing home, residential school, college or training centre or other uses of a similar nature in terms of their traffic generation and impact on the character of the area. There is a small but on-going need for specialised accommodation. Hence a small element of specialised accommodation should form part of any proposal for the former Lothingland Hospital site. Housing development will only be acceptable if it can be adequately demonstrated that it forms a small and ancillary element of the main use proposed for the site. The grounds to the north of the hospital should be retained as landscaped open space.

**LOW12 THE CONVERSION OR REDEVELOPMENT OF
EXISTING BUILDINGS, AT THE FORMER
LOTHINGLAND HOSPITAL, TO RESIDENTIAL
INSTITUTIONAL USES INCLUDING A SMALL
ELEMENT OF SPECIALISED HOUSING WILL BE
ACCEPTABLE IN PRINCIPLE.**

12. BECCLES

Introduction

- 12.1 Beccles is located on the southern bank of the River Waveney, mid-way between Bungay and Lowestoft. Marshland in the flood plain of the river forms a natural boundary to the north and west of the town. Much of this floodplain is designated as Special Landscape Area and falls within the Broads Authority. The population of Beccles has gradually increased since 1981 from 8,920 to 9,418 in 1991. This is a 5.6% growth in population compared with a District average of 6%. According to the 1991 Census there are 4,142 dwellings in Beccles.

Structure Plan Guidance

- 12.2 The Structure Plan states that the scale of growth will be consistent with the protection of the character and landscape setting of towns. Beccles is referred to as a town which should not play a major role in accommodating growth as part of the overall county strategy.

Local Factors

- 12.3 Beccles was founded as a riverside market town during the late Anglo-Saxon period. During much of its early history the town was constantly menaced by fire, and in 1586 the whole town was virtually destroyed. By the 18th century the town was once again a thriving centre and main river port, with a commerce based on corn, wool and malt and upon its market.
- 12.4 Over many hundreds of years the erosive forces of the River Waveney cut an escarpment on the west side of the town centre. The cliff is an important feature in the river valley landscape. It also gives the town a unique and attractive setting, with much of its character lying in the contrast between the built environment and open marshes beyond. Beccles Common forms part of the open countryside east of the town. It is an important recreational open space where the golf club is located.
- 12.5 The river has played an important role in shaping the urban form and character of the town. Low lying marshland and the river itself have precluded development to the north. The majority of new development has therefore had to take place to the south of the town centre, and in recent years large housing estates have been developed at 'Townlands' and around Rigbourne Hill. The potential for further growth to the south is now severely limited by the capacity of the existing residential and town centre road network to accommodate additional traffic.

The Broads Authority

- 12.6 Part of the built-up area of Beccles, west of Northgate and Puddingmoor, and much of the surrounding countryside falls within the Broads Authority. A Broads Local Plan is currently being prepared which will contain policies and proposals aimed at preserving and protecting the special character of the Broads. It is equally important that development adjacent to the Broads Authority does not harm this special character (ENV3).

Policies and Proposals

Natural Environment

- 12.7 Outside the built up areas the countryside consists of a lowland landscape much of which is in productive agricultural use. To the north and west of Beccles, development is constrained by the designation of the Special Landscape Area (SLA) in the Waveney Valley and the boundary of the Broads Authority. Interest in the landscape is provided by meandering rivers, areas of marshland, copses and ancient broadleaved woodlands. The SLA hugs the northern and western edges of the town, extending up to Lowestoft Road and forming a natural break in development between Beccles and Worlingham. Care has been taken to prevent development in this area, to avoid the coalescence of the two settlements, and to protect the character of the SLA (ENV2).
- 12.8 The boundary of the Broads Authority is determined by the River Waveney floodplain, all of which lies within the SLA. Within the floodplain Beccles Marshes and the alder carrs have been designated County Wildlife Sites (Policy ENV6). Development which would have a detrimental impact on the Broads Area is also resisted.

Built Environment

- 12.9 The town of Beccles contains many fine historic buildings of which over 150 are Listed as being of architectural or historic interest. A Conservation Area was first designated in 1969, in recognition of the high quality of the built environment, and the fact that special controls are necessary. It extends from the river on the west to Ravensmere/Newgate in the east. In 1991 a review of the Conservation Area resulted in the boundary being extended to include Station Road. In accordance with Government advice, the Environment chapter contains policies which aim to preserve and enhance the character and appearance of the Conservation Area and the Listed Buildings, and prevent inappropriate or unsympathetic development. West of Puddingmoor and Northgate the Conservation Area falls within the Broads Authority area.
- 12.10 Between 1979 and 1984 a Town Scheme operated within the Conservation Area, to give financial assistance to owners of selected buildings for works relating to external repair and maintenance.

Housing

- 12.11 Environmental constraints to the north and west of the town, and the limited capacity of the road network to accommodate additional traffic, means that there is only modest growth potential in the town. A site of approximately 9 ha (22 acres) on Lowestoft Road, Worlingham has been allocated for housing (Policy H6.5). Land is also allocated off London Road (Policy H6.6) and to the east of Old Farm Road (Policy H6.11).

H6.5 Land at Lowestoft Road, Worlingham - 9 ha (22 acres)

- 12.12 i) Site Description - The site is located on the eastern edge of Worlingham. It is bounded to the north by Lowestoft Road, and to the west by Rectory Lane. A hedge runs along the undeveloped stretch of Rectory Lane. The eastern boundary is defined by a track which runs from the Lowestoft Road / Beccles bypass roundabout to an isolated dwelling, whilst Ashtree Farm forms the southern boundary.
- 12.13 The site is approximately 9 ha (22 acres) of Grade 3a and 3b agricultural land of which about two thirds is in agricultural use. The remaining southern section is rough grassland. A hedge running east-west across the site divides these two areas. The site rises gently from

Lowestoft Road to a high point marked by the hedge. Landscaping will be an important consideration, particularly on the highest part of the site, in order to screen the roofscape which will be visible when viewed from the southeast and from the Ellough Link Road.

- 12.14 ii) Community Facilities - Within Worlingham there is a lack of local shops, the nearest being those on Hillside Avenue and in Beccles town centre. Provision should therefore be made for a shop site within the development. The most appropriate location is considered to be on Lowestoft Road, adjacent to the Carlton Colville bypass roundabout. Other community facilities will include open space. The most accessible location for this will be the western part of the site, adjacent to Rectory Lane.
- 12.15 iii) Access - A road linking Lowestoft Road to Rectory Lane will provide two points of access to the site. The road and junctions are to be constructed to Suffolk County Council Highways requirements.

H6.6 East of London Road - 4 ha (10 acres)

- 12.16 The site is subdivided by a good hedge and trees which will need to be retained. The development will require an access off London Road, incorporating a right turning lane. The area will form a natural extension of the town along London Road and will not protrude into open countryside beyond, as it is bounded by the road and the railway line to the east. Although the site is classified as grade 3a agricultural land, only one field is presently cultivated. The Ministry of Agriculture do not consider that it is viable because of its irregular shape and fragmented nature. Foul sewers are available in Kemps Lane but major improvements are likely to be needed to surface water ditch systems.

H6.11 Land East of Old Farm Road - 0.8 ha (2 acres)

- 12.17 The site consists of redundant farm buildings and a strip of land between the abandoned orchard and existing houses. The abandoned orchard should be retained for its wildlife interest and as a buffer. Foul sewerage must be taken to the Old Farm Road pumping station which may require improvement and should not be connected to the Goose Green system. Surface water should discharge into adjacent ditches but an assessment of the ditch system should be undertaken.

Industry and Employment

- 12.18 The largest industrial estate outside of Lowestoft exists at Ellough Airfield. Here some 22 ha (56 acres) of land is available for industrial use. Policies in the Industry chapter aim to support and encourage new businesses.

Town Centre

- 12.19 All of the town centre shopping streets are within the Conservation Area. The District Council is concerned that proposals for new shop fronts and facias should not detract from the character of the historic and attractive town centre, or the buildings themselves.
- 12.20 As at May 1995 the town centre of Beccles had a total of 182 shops, 15 were food shops, 99 non-food shops, 30 offices and 22 restaurants, public houses and cafes. Beccles has the highest percentage of non-food shops (55%) of all the market towns. 5.5% of the shops were vacant.

Pedestrianisation

- 12.21 The District Council is not only concerned with protecting the existing character and appearance of the town centre, but also with making it a more attractive and pleasant area to visit and in which to shop. The street pattern within the town centre originates from the old medieval town, and is not well suited to today's volumes of traffic. Particular problems occur with the conflict that arises between pedestrians and heavy traffic using narrow roads. Improvements to pedestrian safety began with the pedestrianisation of Sheepgate in 1988. Further proposals to improve pedestrian safety and the town centre environment generally, were set down in the Beccles Area Local Plan 1991 (BALP) and included the pedestrianisation of New Market and of part of Blyburgate. These proposals were largely subject to the construction of a Gosford Road/Peddars Lane link road which would have relieved the town centre roads of most through traffic. Due to local opposition and escalating construction costs, the link road has now been deleted from the County Councils Traffic and Transportation Policies and Programme.
- 12.22 Despite the absence of the link road, the pedestrianisation of New Market would not have a significant effect on existing traffic flows through the town. The benefits of creating a largely traffic free zone in New Market would be to provide a safe area for pedestrian movement in one of the most intensively used areas, and improve the environment of the Conservation Area. It is important that pedestrianisation is seen in the context of a comprehensive traffic management scheme for the whole town. A detailed pedestrianisation scheme can only be prepared after a survey of the servicing needs of adjacent premises and of underground services which may be affected.

12.23 The original proposal to pedestrianise the northern end of Blyburgate, at its junction with Hungate, is more of a problem without the link road, as it would necessitate lengthy diversions through the town centre. Blyburgate is the main pedestrian route from the town centre to Blyburgate car park and the library. It is also the most hazardous stretch of pavement in the town. There are frontage shops on both sides and the pavement width is very limited, leaving insufficient space for free pedestrian movement.

12.24 In view of these difficulties it is felt that pedestrian safety needs to be improved whilst still allowing vehicles to pass through. Traffic calming and pedestrian priority measures, including the possible widening of the footpaths, is therefore the only realistic solution.

12.25 Pedestrianisation of the narrow road along the southern side of the town hall was suggested by the Town Council. This has contributed to the environmental improvements for New Market mentioned above, and has proved an ideal location to provide much needed cycle stands. The scheme was completed in December 1995.

BEC1 IN ORDER TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE APPEARANCE OF THE TOWN CENTRE, THE FOLLOWING PEDESTRIANISATION AND PEDESTRIAN PRIORITY SCHEMES WILL BE PROMOTED, SUBJECT TO THE AGREEMENT OF THE HIGHWAY AUTHORITY :

- a) **THE NORTHERN END OF BLYBURGATE**
- b) **NEW MARKET AND MARKET ROW.**

12.26 Implementation - By the District Council as and when resources allow.

Car Parking

12.27 The proposal to pedestrianise New Market would involve the loss of about 20 short term car parking spaces. Town centre car parking spaces are greatly in demand, and of particular benefit to people who find it difficult to walk because of heavy purchases, small children or physical difficulties. Pressure for on-street and off-street car parking spaces in the town centre is greatest on market day and during summer months, but generally there is sufficient space to accommodate the present demand.

12.28 Whilst the loss of on-street car parking spaces is regrettable, this is outweighed by the greater public benefits that would result from pedestrianisation. However, it is proposed to offset the loss, and to cater for future demand, by extending the two car parks closest to the town centre (Hungate and Newgate). The additional capacity will be dependent on the layout and possible rationalisation of the existing layout, particularly at Hungate car park. The proposals to extend these car parks are existing policies of the Council, carried forward from the Beccles Area Local Plan. By maintaining an adequate supply of car parking spaces close to the town centre, coupled with the pedestrianisation proposals, Beccles will continue to attract visitors as a thriving market town.

12.29 Suffolk County Council commenced a full review of traffic and on-street parking in Beccles at the end of 1993. This may result in changes to the waiting restrictions within the town.

**BEC2 THE DISTRICT COUNCIL PROPOSES TO EXTEND
THE HUNGATE AND NEWGATE CAR PARKS.**

12.30 Implementation - By the District Council as and when resources allow.

The Old Market

12.31 The Old Market is located north of the town centre. It is enclosed by buildings of fine architectural and historic quality, some of which are Listed, which give it a special quality and attractiveness. There is still considerable potential for environmental improvements to further enhance its appeal. The Eastern Counties Bus Company presently uses part of Old Market as a bus station, which detracts from some of its character. Whilst buses will continue to use Old Market, the space they occupy could be reduced by rationalising the existing layout. Other environmental improvements could include re-paving the road surface and pavements, planters, trees and seating.

**BEC3 THE DISTRICT COUNCIL WILL CARRY OUT AN
ENVIRONMENTAL ENHANCEMENT SCHEME IN
OLD MARKET, SUBJECT TO THE AGREEMENT OF
THE HIGHWAY AUTHORITY.**

12.32 Implementation - By the District Council as and when resources allow.

Beccles Maltings Area, Gosford Road

- 12.33 The maltings is a large Grade II listed building located immediately south of Station Square. The premises have been vacant for a number of years now, and the likelihood of an acceptable alternative use being found, both in planning and economic terms, is remote given its location and the sites physical constraints. Having accepted that demolition is the most realistic outcome, the District Council has prepared a development brief for the site, including the land on the north side of Station Square. This is an important area, being located alongside one of the main routes into the town centre and lying adjacent to the Conservation Area. The District Council is concerned, therefore, that any proposals for the Maltings include the land to the north, as part of a comprehensive redevelopment package that respects the importance of the site. Acceptable uses would include a combination of residential, light industrial workshops and a car showroom.

**BEC4 REDEVELOPMENT OF THE BECCLES MALTINGS
SITE WILL BE PERMITTED PROVIDED:**

- 1. PROPOSALS ENHANCE THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA AND RESPECT THE PROMINENCE OF THE SITE AND THE SENSITIVITY OF ITS LOCATION;**
- 2. THE ENCLOSURE OF STATION SQUARE IS RETAINED BY CONVERTING THE STATION HOTEL AND THE MALTING OFFICE;**
- 3. REDEVELOPMENT ALONG THE GOSFORD ROAD FRONTAGE MAKES A POSITIVE CONTRIBUTION TO THE TOWNSCAPE;**
- 4. ACCESS/PARKING AND LANDSCAPING IS IN ACCORDANCE WITH THE DEVELOPMENT BRIEF.**

- 12.34 Implementation - A development brief setting down development guidelines has been prepared for the benefit of prospective developers, and approved as Supplementary Planning Guidance.

Tourism

- 12.35 The River Waveney plays an important role in water based recreation and tourism within the town. From the heart of the town the river provides access to the many miles of waterway on the Broads. A number of boatyards, providing local employment, exist to serve the needs of boat users.
- 12.36 Land adjacent to Beccles bypass and George Westward Way in the Broads Authority has outline planning permission for an hotel. The site is prominent within the Broads landscape, and proposals will have to respect the significance of the location. The form, materials and style of the scheme should reflect traditional Broads styles. The Broads Authority have prepared development guidelines for the site, for the benefit of prospective developers.

Proposed Community Facilities

- 12.37 The BALP allocated land for a community centre along Common Lane. Although the site is away from the centre of the town it is well related to existing areas of housing, and the allocation is to be retained. The site is also closely related to the sports ground on the west side of Common Lane, and is an ideal location for additional sports facilities should a need ever arise. As the site lies within the Special Landscape Area, the District Council will expect any proposed buildings to be constructed to high standards of design, materials and landscaping, to reflect the importance of the site.

BEC5 LAND FOR COMMUNITY FACILITIES IS PROPOSED ALONG COMMON LANE. HIGH STANDARDS OF DESIGN (INCLUDING THE USE OF TRADITIONAL MATERIALS) AND LANDSCAPING WILL BE EXPECTED FOR ANY PROPOSED BUILDINGS.

Proposed Cemetery Extension

- 12.38 The BALP allocated 1.2 ha (3 acres) of land for an extension to Beccles cemetery. The land is not yet in use but based on the burial rate for Beccles, the land could be required in 5-10 years. The land is included in a programme of acquisition by the District Council for 1996/97. Once acquired, the site could be used as public open space pending use as a cemetery.

BEC6 LAND IS PROPOSED FOR AN EXTENSION OF THE CEMETERY ON LONDON ROAD, BECCLES.

13. BUNGAY

Introduction

- 13.1 Bungay is located in the north-west corner of the District and lies at the intersection of the A144 and A143 roads. It is situated approximately 10 kilometres from Beccles, 16 kilometres north of Halesworth and approximately 19 kilometres from Lowestoft. The 1991 census figure of 4,709 reveals a 13% rise in population compared with the District average of 6% over the period since 1981. In 1991 there were 2,027 dwellings in Bungay.
- 13.2 The main part of the built-up area and historic core of Bungay, together with Outney Common, lie within a meander of the River Waveney which forms the boundary between Norfolk and Suffolk. The town is a typical historic market town providing shopping, business services, educational and recreational facilities which cater not just for the town but for a number of villages in the rural hinterland, including Earsham and Ditchingham on the Norfolk side of the River Waveney.
- 13.3 The town is a major employment centre for the locality, with a mixture of manufacturing and service industries, dominated by the printing works of Richard Clay which is the largest single employer. The town also serves as a holiday and retirement area, made popular by the town's unique historic character and its proximity to the Broads and the east coast.

Structure Plan Guidance

- 13.4 Bungay is referred to as a town which should accommodate 'few if any' new housing allocations.

Local Factors

- 13.5 Bungay historically dates back to pre-Norman times. Holy Trinity church is 1000 years old and the Priory Church of St. Mary dates back to 1160. Bungay castle dates back again to Norman times and is a reminder of the strong defensive position in which Bungay lies. Much of the town was rebuilt in 1688 after being destroyed by fire; the town contains many fine Georgian buildings because of this rebuilding programme. The 17th century Butter Cross in the Market Place provides an excellent focal point to the town centre, which still retains a characteristic medieval street pattern. This street pattern is not well suited to modern day motor vehicles and lorries and one of the most challenging problems affecting Bungay today is the constant flow of traffic, often heavy goods vehicles, through its historic centre.
- 13.6 Bungay has been forced to grow in a southward direction because of the natural barrier of the River Waveney and its adjacent areas of low lying land. Since the war, housing estates have been built fronting onto Beccles Road, Flixton Road and south of Hillside Road. In recent years new estates have located on Annis Hill, St. Johns Hill, with further expansion to the south of Hillside Road West. Further expansion southwards would be to the detriment of both the existing townscape and the surrounding countryside. The new estates to the south of the town have reached their natural topographical limits and further extensions into open countryside would not be desirable. Traffic problems and the question of future housing growth are, therefore, two areas of major planning concern within the town.

Policies and Proposals

Natural Environment

- 13.7 Bungay is surrounded by some of the most beautiful countryside within the District with the River Waveney to the north and east and gently rolling agricultural landscape to the south. The character of the town is enhanced by large areas of open grazing land and other open areas, such as the castle grounds and the allotment land in St. Johns Road, which prevents the feeling of urban confinement felt in many towns of a similar size. The majority of the river valley and the Outney Common is designated as Special Landscape Area and also falls within the Broads Environmentally Sensitive Area. There are various County Wildlife Sites in the vicinity of Bungay, including Outney Common. Bungay Staithe to the east of the town has long been an area of amenity use and high landscape and wildlife value. A number of improvements have been made to the area in conjunction with the Broads Authority. Of further environmental interest is the Bigod Way, a footpath which encompasses the town providing varied and interesting walks.

Built Environment

- 13.8 The town centre of Bungay, because of its strong architectural heritage, enjoys Conservation Area status. The central area contains a wealth of Listed Buildings. Ancient Monuments include the Butter Cross which was erected in 1689. Once housing a small dungeon for local prisoners, the Butter Cross is now the focal point of the town centre. The major shopping area is centred on St. Marys Street, Earsham Street and the Market Place. The medieval development of the town and its subsequent layout conflicts with the needs of modern shopping i.e. in terms of fascia/shopfront design, parking and traffic requirements. It is the Local Planning Authority's intention to ensure that new shop fronts should fully respect and reflect the original character of the building and not create a picture of modern urban mediocrity.
- 13.9 The town centre has already benefitted from some remedial works, including work carried out under the Town Scheme Grant and works to areas such as the monument in front of St. Marys Church. In the future it is also hoped to create a programme of works for Bungay town centre which will help to raise the standard of the local built environment. This may be accomplished by the use of pedestrian priority schemes, improvement to shop fronts to make them more sympathetic to existing elevations and the provision or upgrading of street furniture. A Conservation Area Partnership Scheme is currently in operation.

**BUN1 THE DISTRICT COUNCIL WILL PURSUE A
PROGRAMME OF WORKS TO IMPROVE AND
UPGRADE THE HISTORIC TOWN CENTRE OF
BUNGAY AS AND WHEN RESOURCES ALLOW.**

- 13.10 Implementation - By the District Council as and when resources allow.

Housing

- 13.11 Few opportunities exist for new housing sites. Because of environmental constraints development will be restricted to small sites or simply to infill development. In addition, it may be possible for changes of use to occur with suitable large buildings being converted to flats. Any conversions, especially within the Conservation Area, should be sympathetic to the existing building.

Eastern Counties Bus Station, Priory Lane.

- 13.12 The existing bus station off Priory Lane is surplus to requirements and the site may be suitable for sheltered housing. A comprehensive development brief for the site, including the adjacent car park areas, will therefore be prepared. This will aim to ensure the proper development and an environmental improvement of what is a key site adjacent to the town centre.

**BUN2 THE DISTRICT COUNCIL WILL INVESTIGATE THE
FEASIBILITY OF ACCOMMODATING HOUSING ON
THE BUS STATION SITE, OFF PRIORY LANE.**

- 13.13 Implementation - Through the preparation of a feasibility study and consequently a development brief.

Industry and Employment

- 13.14 Bungay contains a variety of services and manufacturing firms, with Richard Clay the largest in terms of both premises and employees. At present, industrial uses and businesses generally tend to be located adjacent to or within residential areas eg South End Road units. Although it is often convenient to locate places of employment close to the places where people also live, industrial uses must not have a detrimental effect on residential amenity.
- 13.15 For a number of years a site has been sought for an industrial estate on the outskirts of the town. A site of 6ha (15 acres) on St. Johns Hill now has planning permission for this purpose. However, a financially feasible scheme for the site is proving difficult to achieve. If the new estate is developed it may remove some industrial uses from sites within the town, possibly providing more small sites for housing or recreational use.

Town Centre

- 13.16 A town centre area is defined on the proposals map for Bungay within which retail, office and other service uses will be encouraged to locate, to help maintain the competitive nature of the town centre and ensure that shops, offices and leisure uses are well related to existing car park facilities.
- 13.17 The shopping centre of Bungay lies mainly on St. Marys Street, Earsham Street and the Market Place, with some shops along Upper and Lower Olland Street. In May 1995 the town centre had 12 food shops and 56 non-food shops. There were 16 office or service uses i.e. banks or building societies and 12 restaurant or takeaway outlets. At the same date Bungay had 9% of its town centre premises vacant, which is considerably higher than the other market towns within the District.

Tourism

- 13.18 Bungay attracts holiday makers because of the unique character of its town centre and the surrounding countryside. Large scale holiday development would, therefore, be intrusive and substantially affect the quality of the local built and natural environments.
- 13.19 There is much to attract the tourist to Bungay including attractions such as the Castle and the historic centre of the town itself, which contains a variety of shops, public houses and restaurants. The Otter Trust at Earsham and the Norfolk and Suffolk Aviation Museum at Flixton are also nearby. The Council will continue to support proposals for new tourist facilities in and around Bungay.

Traffic Movement and Car Parking

- 13.20 The opening of the A143 bypass to the north of the town has helped to remove a certain level of traffic from Bungay town centre although a major problem still exists with the general circulation of traffic within the town centre. The County Council has recently been assessing the need for a north-south bypass (see para 5.36 Communications chapter).
- 13.21 There are five car parks in the town centre area of Bungay. These are located at Boyscott Lane, Bridge Street, Priory Lane, Scales Street and Wharton Street. Provision of car parking space is constantly under review, although capacity within Bungay does not yet appear to have been reached. Consideration will also be given to the provision of coach parking facilities within Bungay.

Community Facilities

- 13.22 Bungay is well served by community facilities, the most notable recent additions being the swimming pool on St. Johns Hill and a new town library has recently opened on the site of the old Trinity Rooms in Wharton Street. The town is well served with school facilities, including the primary school in Wingfield Street, St. Edmunds R.C. in St. Marys Street, Bungay Middle School at Hillside Road East and Bungay High School off Queens Road.

14. HALESWORTH

Introduction

- 14.1 Halesworth is located on the southern boundary of the District, on a tributary to the River Blyth. It is surrounded by gently rolling agricultural land. The town has the busy A144 London Road running through its centre and lies approximately 16 km south of Beccles. The 1991 census population figure is 4,415, a rise of approximately 11% since 1981 compared against the District average of 6%. Halesworth has a high number of retired people and has the second largest concentration of elderly people in Waveney. This is partly due to natural ageing but also because people have moved to Halesworth to retire.
- 14.2 The town serves the surrounding area as a shopping centre. The historic core of the town is dominated by the recently pedestrianised Thoroughfare, and the Market Place. Both areas contain a variety of shop and office uses. The remainder of the town is largely residential in character, with relatively new housing estates to the north and south of the town. The dwelling stock at the 1991 census was 2,088 - an increase of around 20% since 1981. This compares with a District-wide increase of 10%.

Structure Plan Guidance

- 14.3 The Structure Plan does not expect the town to play a major role in future housing provision. Some growth could be accommodated which takes into account environmental limits to growth and which respects existing levels of service provision.

Local Factors

- 14.4 Historically Halesworth dates back to Roman times, although it only developed as a town during the Saxon era. The town centre contains a number of Tudor and Jacobean buildings and is designated as a Conservation Area. The historical development of the town resulted in a street layout which does not easily accommodate the motor vehicle and consequently access to and through the town centre has often been a problem. The construction of Saxons Way and the subsequent pedestrianisation of The Thoroughfare has done much to improve the town centre, especially for shoppers. However, through traffic along Chediston Street still has to negotiate the narrow town centre streets, particularly through the Market Place.
- 14.5 The town expanded rapidly during the 1970s and 1980s with development taking place in two distinct areas to the north and south of the town centre, so producing a linear shape to the town. This irregular growth pattern was shaped by certain environmental constraints adjacent to the town. To the east and south of the town the Blyth Valley falls within the Special Landscape Area. Due west of the town is the Tin River and its tributaries. This area is prone to periodic flooding which prevents expansion in this direction. Halesworth has therefore more or less reached its natural limits to growth and for this reason only modest development is proposed.

Policies and Proposals

The Natural Environment

- 14.6 The countryside around Halesworth consists of lowland landscape much of which is under productive cultivation. Interest in the landscape is provided by the River Blyth, areas of meadowland, copses and woodlands. Landscape designations serve to illustrate the importance of the rural areas around Halesworth.

The Built Environment

- 14.7 The town centre of Halesworth was designated as a Conservation Area in 1970. The town centre has considerable townscape value and in the past has been vulnerable to changes brought about by the poor quality of replacement and other new buildings. It is important, therefore, that the attractive core to the town is protected from changes which may cause a deterioration in its aesthetic quality.

HAL1 THE DISTRICT COUNCIL WILL MAKE EVERY EFFORT TO MAINTAIN AND ENHANCE THE HISTORIC CENTRE OF HALESWORTH THROUGH THE STRICT CONTROL OF DEVELOPMENT AND THE IMPLEMENTATION OF ENVIRONMENTAL IMPROVEMENT SCHEMES WHERE NECESSARY.

- 14.8 Implementation - By the District Council as and when resources allow.

Housing

- 14.9 In line with the Structure Plan guidance, a modest amount of additional housing development is proposed in Halesworth. This consists of a small development at Dairy Farm off London Road (H6.10) and existing commitments within Halesworth which includes the Church Farm site to the west of London Road. Development in Halesworth, other than by allocation, will take the form of either small infill sites or larger consolidation sites in accordance with Policy H7.
- 14.10 Land to the north, south and west of Halesworth is of high agricultural and environmental quality. Further development in these directions would be intrusive. To the east of the town, care has been taken to prevent coalescence between Halesworth and Holton. Partial coalescence has, unfortunately, already occurred, with almost continuous frontage development along Holton Road. In order to prevent the distinct identity of Holton being eroded by further development of land between Holton Road and Harrisons Lane, a Strategic Gap is proposed (Policy ENV4).

H6.10 Dairy Farm, off London Road - 0.6 ha (1.5 acres)

- 14.11 The site consists of land between the Thoroughfare and Saxons Way. The site both consolidates the urban form and creates an opportunity to provide housing close to the town centre. The site adjoins the site of the proposed community centre, therefore, care must be taken with siting of the housing in order to protect the amenity of residents. Access to the site will be taken from the Angel link road.

Industry and Employment

- 14.12 It is the District Council's concern that new employment opportunities should be encouraged within Halesworth, by encouraging new manufacturing and service industries to locate there and existing ones to expand. The Halesworth and Holton District Plan (1979) allocated the following sites for industrial purposes :-
- a. Site Fronting Norwich Road 2 ha (5 acres);
 - b. Site off Bramfield Road 3 ha (7 acres);
 - c. Land at the Disused Holton Airfield.
- 14.13 Since the 1979 Plan the District Council's policy has concentrated on implementing these proposals. Financial assistance associated with Rural Development Area designation has helped to make the latter two allocations successful.
- 14.14 The local employment structure is fairly mixed, although the influence of the agricultural industry as a traditional employer has markedly declined during the 1980s. Bernard Matthews plc has contributed to a large increase in employment within the food processing industry and is one of Halesworth's major employers.

The Town Centre

- 14.15 Halesworth serves as a small market and shopping centre for a large rural hinterland. It is difficult to define precisely its catchment area because there is considerable overlap with the catchments of the other market towns - Beccles, Bungay, Southwold, Saxmundham in Suffolk and Harleston in Norfolk. Like these other small towns, Halesworth has a relatively wide range of shops and services for its size. At May 1996 the town centre had a total of 100 shop units; 12 food shops, 50 non-food shops, 22 in office use, nine in cafe or restaurant use and two others. Only five shops were vacant.
- 14.16 It is important to encourage investment in Halesworth town centre to maintain a variety of shops and offices and to remain competitive with other shopping centres nearby. The construction of Saxons Way, pedestrianisation of the Thoroughfare and opening of the Rainbow Superstore have contributed to promoting this cause. Recent additions to public car parking space has also helped the town to become more appealing to the shopper.
- 14.17 Shopping development within the town centre is limited because of the need to maintain Conservation Area objectives. The District Plan retains an allocation of land for shopping immediately behind the Thoroughfare. It is likely that the site will be redeveloped as a small parade of shops so extending the range of shopping facilities. Any development would need to be in keeping with the style and character and achieve good links with the Thoroughfare.

HAL2 A SITE FOR NEW RETAIL DEVELOPMENT IS PROPOSED TO THE SOUTH OF THE THOROUGHFARE CAR PARK.

Car Parking

- 14.18 The additions to car parking space in the town centre on sites originally proposed in the Halesworth Area Local Plan have meant that provision is adequate. The District Council will, however, maintain regular surveys to ensure that a shortfall does not occur.

Social and Community Facilities

- 14.19 Halesworth has a wide range of social and community facilities, although demand for more facilities may grow as the population increases. Sports facilities, however, are primarily provided by means other than the District Council. The District Council provide the swimming pool but Halesworth Playing Field Association provide the pitches for formal outdoor sport. The Maltings Leisure Centre offers indoor and outdoor facilities to its members.
- 14.20 The main formal sports facilities are found at the Dairy Hill playing fields, Halesworth Middle School and the Maltings Leisure Centre. There are certain deficiencies in sports provision within Halesworth, including the lack of an indoor sports hall. An additional playing field is proposed on land to the north of Fairview Road (OS4.4), will go a substantial way towards meeting the deficiency of open space in the town. The Sports Council (Eastern Region) have also identified the need for a floodlit multi-games area.
- 14.21 In addition to formal sports provision Halesworth has various informal areas for public enjoyment, including the Town Park, an area of open space in the heart of the town. Throughout the Plan period, opportunities to investigate the extension, enhancement and improvement of this important area will be taken as and when resources allow. In addition Birds Folly, off Holton Road, is a County Wildlife Site and is used for informal recreation and educational purposes. It is linked by a public footpath along the New Reach to the Town Park and taken together these facilities provide important recreational resources for the town. It is also proposed as a Local Nature Reserve.
- 14.22 The Rifle Hall on London Road is the main community centre within Halesworth. In the Halesworth Area Local Plan (1991) the allocation of land at Church Farm for housing necessitated taking access through the site currently occupied by the Rifle Hall. After an investigation of alternatives, land adjacent to 25/27 Thoroughfare was regarded as the most appropriate site for a replacement community centre. Regardless of whether the demolition of the Rifle Hall is necessary, the allocation for a community centre will remain in order to address the long term needs of the town.

HAL3 LAND IS PROPOSED ADJACENT TO 25/27 THOROUGHFARE FOR A COMMUNITY CENTRE AND ASSOCIATED CAR PARKING.

- 14.23 Implementation - Development will be achieved when the opportunity arises.

Tourism

- 14.24 Halesworth is not usually regarded as a destination for tourists visiting the area although the town has an interesting Conservation Area, a seasonal weekend museum and art gallery, town park, and one very well known hotel. This suggests scope for the town to promote itself as one of several attractive Suffolk market towns, which provide a network of day and weekend trips.

15. SOUTHWOLD

Introduction

- 15.1 Southwold is located on the coast approximately 20 kilometres south of Lowestoft. It is situated on a hill which rises gently from the Blyth Valley. The River Blyth to the south and Buss Creek to the north form the natural boundaries to the town. Since 1981 the population has decreased from 1,846 to 1,599. This constitutes a 15% fall in population, compared with the District average rise of 6%. A large number of residents are of pensionable age; 51% compared with a District figure of 24%. The 1991 census dwelling stock figure was 1,276.

Structure Plan Guidance

- 15.2 The Structure Plan states that 'few if any' housing allocations are expected in Southwold.

Local Factors

- 15.3 Southwold is a town of unique character and contrasts, with a rich history, stretching back to Roman times. It began as a small fishing community and grew during the middle ages to become one of the foremost ports in East Anglia, prospering whilst Dunwich declined due to the action of the sea.
- 15.4 Devastating fires destroyed much of the town during the sixteenth and seventeenth centuries. However, when rebuilt, some of the town's most distinctive features were created - the greens, which were left as firebreaks.
- 15.5 During the nineteenth century the town developed as a fashionable bathing place; this era gave Southwold its distinctive landmark - the lighthouse, as well as many elegant properties and its characteristic Victorian atmosphere. Today the town poses special development problems since it is surrounded by common land or marsh, neither of which are environmentally or physically capable of development.

Policies and Proposals

The Natural Environment

- 15.6 Southwold lies totally within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and the Suffolk Heritage Coast. In addition, large areas of land on the outskirts of the town have been designated as County Wildlife Sites; namely Buss Creek, Southwold Town Marshes, Southwold Denes and Walberswick Saltmarsh. The marshes around the common have also been designated as an SSSI. It is these designations that have determined the planning policy approach to Southwold, in terms of the need to conserve the natural beauty of the area.

The Built Environment

- 15.7 With such a rich heritage it is vitally important that the townscape is preserved as extensions could so easily spoil the overall effect. A large part of the Town lies within the Conservation Area, the boundary of which was extended north westwards in 1991. Many of the things which detract from the general townscape are associated with the car. These include, exaggerated vision splays, traffic signs, yellow lines and car parks, while other publicly owned items such as overhead wires, lamp standards and street furniture could benefit from detailed attention.

- 15.8 An area of major concern are alterations such as porches, removal of chimney stacks and replacement windows, that can usually be carried out without the need to apply for planning permission, and which are eroding the character of the Conservation Area. The District Council has therefore introduced an Article 4(2) Direction which has removed Permitted Development Rights for these types of alterations to houses within the Conservation Area. Such a Direction gives the District Council greater control over alterations.

Housing

- 15.9 The lack of developable land means that new housing will be restricted to infilling on sites within the limits to development defined on the proposals map. Proposals outside the limits to development will be regarded as being in the open countryside.

S1 RESIDENTIAL DEVELOPMENT WILL BE ALLOWED BY INFILL DEVELOPMENT OR SMALL GROUPS OF HOUSES WITHIN THE MAIN BUILT UP AREA (AS DEFINED ON THE SOUTHWOLD INSET MAP) AND IN ACCORDANCE WITH THE CRITERIA SET OUT IN POLICY H7.

H6.12 Fountains Industrial Site, St Edmunds Road - 0.4 ha (1 acre)

- 15.10 In 1993 new premises were constructed for Southwold based Fountain Manufacturing Ltd on the industrial estate at Cox's Lane, Reydon. The former premises off St Edmund's Road are closely surrounded by residential properties. Therefore, the most appropriate alternative use of the site would be residential. The provision of low cost units for first time buyers, possibly through a housing association will be encouraged. The site can accommodate approximately 8-10 dwellings with access from St. Edmunds Road. Ideally the site should be developed in conjunction with the auction rooms and land to the south which already has outline planning permission for housing. To alleviate existing on-street parking, consideration should be given to providing rear access to properties backing onto the site.

Industry

- 15.12 The main industrial employers in Southwold are the Adnams Brewery and Fountain Manufacturing. Southwold is a very compact town and residential and industrial uses often occur in close proximity to each other. This can lead to problems of disturbance from noise or traffic. Policy E3 of the Industry chapter supports new industrial uses and the expansion of existing firms but generally guards against the detrimental effect on residents.

The Town Centre

- 15.13 Southwold is very much a specialist shopping centre, serving the needs of tourism and local people. The diversity of shops, architectural splendour and historic nature of the town centre all contribute to its charm. At May 1996 the centre of Southwold had a total of 89 shops; 13 were food shops, 45 non-food shops and 12 were in office use. There were 13 premises in public house, restaurant or cafe use; the highest percentage (14.6%) of all the market towns. Southwold had the lowest percentage of vacant shops at 4.5%.

Tourism

- 15.14 Southwold is an important tourist destination in the District. People flock to the town for its quiet unspoilt charm as an historic seaside resort and year round weekend retreat. Tourist spending supports employment in shops, public houses, restaurants and so on, helping to maintain a level of services which could not be supported by local residents alone.

- 15.15 The Tourist Information office is located in the rear of the Town Hall. The growth in the number of visitors to the town has led to the need for an expanded tourist information service. This can best be provided in a shop front location and premises will be secured on an opportunistic basis.
- 15.16 The South East Waveney Local Plan (1985) (SEWLP) identified an area where tourism related development will normally be approved. This area is still the main focus for such accommodation and facilities. However, there has been no real pressure over the Plan period to provide tourism related developments either inside or outside the policy area. Much more of the visitor accommodation is now in the form of self catering holiday homes located throughout the town. It is considered, therefore, that a special tourism policy area can not be clearly defined and is no longer relevant. However, holiday visitors do have different needs to permanent residents. Hotels, for example, can create disturbance to residential neighbours by increased traffic.
- 15.17 In recognition of the importance of visitors to Southwold, applications for tourist accommodation or facilities will be encouraged. However, the impact on the amenity of adjacent residents, particularly in predominantly residential streets will need to be carefully considered. Of paramount importance will be the protection of the character of Southwold and the conservation of buildings.

S2 **IN RECOGNITION OF THE IMPORTANCE OF TOURISM TO SOUTHWOLD, DEVELOPMENTS WHICH PROVIDE VISITOR RELATED ACCOMMODATION OR FACILITIES AND ACTIVITIES, WILL GENERALLY BE APPROVED SUBJECT TO THEIR IMPACT ON ADJACENT RESIDENTIAL PROPERTIES, THE CONSERVATION OF BUILDINGS AND THE CHARACTER OF THE LOCALITY.**

Southwold Caravan and Campsite

- 15.18 This site by the harbour is positioned in a particularly sensitive location within the Heritage Coast and Area of Outstanding Natural Beauty. During the planting season 1989-90, substantial planting was carried out on the site in conjunction with the planning permission to extend the site northwards for camping. Unfortunately three years of drought, poor soil conditions and the windswept nature of this location have resulted in the loss of a high proportion of the trees and the site remains visually intrusive. Replacement planting is scheduled to take place to reduce the visual impact of the site from Southwold town. The southern part of the site, occupied by static caravans in the summer months, has some planting along its boundaries but the site could clearly do with some additional landscaping particularly along the western and southern boundaries. This would improve the appearance of the site from Blackshore Road and the River Blyth. Given the sensitive nature of this location it is important that the caravans continue to be removed from the site during the winter months, when the impact of any landscaping is reduced.

S3 **THE DISTRICT COUNCIL WILL CARRY OUT ADDITIONAL LANDSCAPING ALONG THE BOUNDARIES OF THE SOUTHWOLD HARBOUR CARAVAN AND CAMPSITE IN ORDER TO REDUCE ITS VISUAL IMPACT.**

- 15.19 Implementation - By the District Council as and when resources allow.

Traffic Movement and Car Parking

- 15.20 Traffic congestion and car parking, particularly during the summer months, continue to be issues in Southwold town centre. The lack of available land close to the town centre has so far prevented the provision of a new car park. The Town Council continue to investigate possible sites. The South East Waveney Local Plan set out the intention, through discussions with the Town Council, to improve the layout of Gardner Road Car Park as one way of increasing capacity. The Town Council widened and white-lined the car park several years ago and are now proposing to carry out further repairs to the surface.
- 15.21 The County Council are responsible for traffic management and are currently seeking to address traffic flow problems and on-street parking restrictions in consultation with the Town Council.

Southwold Harbour Area

- 15.22 1) The Harbour Walls - This area of the town has gained its character over very many years, and still remains today a working harbour, with its small inshore fishing fleet. The harbour also attracts a large number of visiting pleasure craft. During the 1980s the District Council became increasingly concerned about the structural condition of Southwold Harbour and in 1985 consultants were appointed for advice. The recommendation was that swift action would be required to prevent the collapse of the harbour piers and the consequent destruction of other structures. The enormous cost of the works required the repairs to be prioritised and phased over a number of years. Phase 1 which involved the reconstruction of the north pier is complete. The repair of the south pier is programmed and work will be carried out on the harbour walls as and when resources allow. A new lifeboat station has recently been constructed on the north side of the harbour mouth to replace the premises further up river.

S4 THE DISTRICT COUNCIL WILL CONTINUE TO CARRY OUT ESSENTIAL SAFETY WORK AT THE HARBOUR AS AND WHEN RESOURCES ALLOW.

15.23 Implementation - By the District Council as and when resources allow.

15.24 2) Blackshore Road - Blackshore Road which provides access to the northern shore of the River Blyth is currently classified as a Road Used as a Public Path and is in a very poor state of repair. The road is constantly being damaged by flooding and the increasing level of commercial and visitor traffic using the road as a through route and for parking. The road is owned by the District Council with the County Council being responsible for its maintenance. Negotiations between the two Councils are seeking to upgrade the road and alleviate the traffic and parking problems. It is important that any works should not significantly affect the character of the harbour.

15.25 3) New Moorings - The South East Waveney Local Plan allowed for some limited expansion of moorings in the harbour area. During the Plan period that capacity was taken up with three traditional landing stages. Further moorings would have restricted navigation of the river and had an adverse effect on the visual amenities of the riverside landscape, particularly on the southern shore. In reviewing the situation, potential has now been identified for additional new moorings on the northern shore of the River Blyth, to the east of the ferry crossing point and the traditional fishermen's stages. Prior to the 1953 floods landing stages were situated here, as can be evidenced by the remains of posts just offshore. These moorings were not replaced because prior to the recent harbour improvement works, swell conditions at this point made mooring unsafe. Given the prominence of this site which will be clearly visible to people visiting the harbour from Ferry Road and in order that development here should not detract from the character of the harbour and high quality landscape of the AONB and Heritage Coast, applicants will be expected to consult the Council's Supplementary Planning Guidance on the design of the new stages. Elsewhere in the harbour new moorings will continue to be resisted.

S5 AN AREA FOR ADDITIONAL MOORINGS HAS BEEN IDENTIFIED ON THE NORTHERN SHORE OF THE RIVER BLYTH. OUTSIDE THIS AREA PERMISSION FOR NEW MOORINGS WILL NOT BE PERMITTED ON EITHER SIDE OF SOUTHWOLD HARBOUR AS DEFINED ON THE PROPOSALS MAP.

- 15.26 4) Replacement and Extensions to Landing Stages - The replacement of landing stages and any extensions to them require planning approval. Permission from the District Council as landowner is also required.
- 15.27 The traditional fixed landing stages are part of the heritage of Southwold and make a significant contribution to the character of the harbour. The fishermen's stages (Nos 1E - 10E) are of particular note. In the interests of preserving the traditional character of this part of the harbour, the District Council will expect the fishermen's stages to be maintained and repaired to a standard which will preserve and prolong the life of these important structures. When the need for replacement occurs, the District Council will encourage replacement with fixed landing stages although carefully designed pontoons will be acceptable which reflect the traditional materials and design of the fishermen's landing stages.
- 15.28 In other parts of the harbour, particularly the area around the Harbour Inn and Blackshore Quay, a number of traditional fixed landing stages also exist, however, there are several pontoons which, mainly because of their design and the materials used, detract from the traditional character of the harbour. It is the Council's intention to prepare and publish design guidelines for landing stages, as Supplementary Planning Guidance. Although allowing a choice of fixed landing stages or pontoons, to prevent further development of inferior landing stages, applicants for replacement stages will be expected to design and construct them to the design specifications set down in the Council's Supplementary Planning Guidance. This requirement will apply to all areas of the harbour.

S6 REPLACEMENT MOORINGS WILL BE PERMITTED PROVIDED THAT, IN THE AREA MARKED ON THE PROPOSALS MAP, ALL REASONABLE WORKS OF MAINTENANCE AND REPAIR HAVE BEEN CARRIED OUT TO PROLONG THE LIFE OF THE FISHERMENS STAGES AND THAT THE MOORING TO BE REPLACED IS BEYOND REPAIR. REPLACEMENT MAY TAKE THE FORM OF FIXED STAGES OR PONTOONS. IN ALL OTHER AREAS TRADITIONAL FIXED LANDING STAGES OR PONTOONS WILL BE ACCEPTABLE.

15.29 Extensions to stages or pontoons will be considered on their own merits, taking into account their visual impact on the character of the harbour, Area of Outstanding Natural Beauty and Heritage Coast and potential navigation problems.

15.30 5) Huts in the Harbour Area - Many of the buildings along the road between Blackshore and Ferry Road are needed by the people who work in the area, for storage of equipment and boat building. The Harbour Inn, Sailing Club, Southwold Boatyard Chandlery Tea Room and the County Council run Water Sports Centre are also located here. The quality of buildings in the area is not high, being mostly of timber construction but they are part of the character of the area. However, any increase is likely to detract from this and simply appear untidy. The southern shore is in fact part of the Walberswick Conservation Area.

S7 PERMISSION FOR FURTHER HUTS ON EITHER SIDE OF SOUTHWOLD HARBOUR AS DEFINED ON THE PROPOSALS MAP WILL BE REFUSED, UNLESS THE APPLICANT CAN SHOW IT IS NEEDED IN CONNECTION WITH HIS/HER EMPLOYMENT AT THE HARBOUR.

Southwold Common and Adjacent Marshes

15.31 The Common is held in trust by the Southwold Town Council and the intention is that it should be used for recreational purposes by the residents of Southwold. The Common represents a major recreational resource to the people of Southwold, who also welcome its use by visitors and residents of surrounding villages. A variety of formal sports take place notably golf, football/rugby, cricket and tennis, as well as informal recreation such as walking and bird watching. Additional recreation facilities cannot be accommodated without encroaching onto the adjacent marshes which are of landscape and wildlife importance. The marshes are designated as an SSSI and they are also proposed as a Local Nature Reserve. Existing uses of the marshes such as grazing and fishing in Buss Creek have a limited impact on the environment and generally these areas are undisturbed.

S8 WHILST IT IS CONSIDERED ACCEPTABLE FOR RECREATION USES, SUCH AS THOSE EXISTING, TO TAKE PLACE ON THE COMMON, THE EXTENSION OF THESE USES ONTO THE ADJACENT MARSHES WILL NOT BE PERMITTED.

16. KESSINGLAND

Introduction

- 16.1 Kessingland, the largest village in the Plan area, is located on the coast just under one mile from Lowestoft's southern boundary. The Ipswich - Lowestoft A12 trunk road used to pass through the village, but through traffic has now been diverted onto the Kessingland bypass which opened in 1989. Nearly all development is concentrated between the former A12 (the High Street) and the coast. South of the village, the Hundred River valley forms the northern boundary of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and the Heritage Coast.

Structure Plan Guidance

- 16.2 Structure Plan Policy CS5 holds relevance for Kessingland. It states that the scale and location of housing development will be consistent with the size and character of each village, highway safety and the availability of services, and should not detract from the character of the surrounding countryside.

Local Factors

- 16.3 Prior to 1960 Kessingland was a considerably smaller settlement than it is today. It consisted of two separate parts, the main settlement west of Wash Lane and the old fishing village which extended eastwards towards the coast. Housing development during the 1960s and 1970s, particularly the Lloyds estate, joined these two separate areas, changing the character of the old village significantly. Despite this, there remains a particular charm to the older areas. The beach is an attraction for local people and visitors alike but the fishing industry has virtually disappeared. In fact, tourism is the main commercial activity of Kessingland. There is a wildlife park, two large caravan parks and over 200 holiday chalets.

16.4 The population of Kessingland increased from 3,559 in 1981 to 3,964 in 1991 as a result of inward migration. The village appears to be a popular place for retirement, with almost one third of the inhabitants aged 60 or over. In June 1993 outstanding planning consent existed for 69 new dwellings.

- 16.5 Kessingland is now a largely built up village with few open breaks or areas of open space. Policy OS4.5 seeks to address this deficiency by proposing an extension to the Field Lane playing field and other policies seek to protect areas of amenity value. Although open spaces are generally lacking, a network of footpaths allows quick and easy access to the attractive surrounding countryside and coast. It is important to retain the views of open countryside from these footpaths, particularly to the north and west, for the contribution they make to the character and setting of the village.

Policies and Proposals

Housing

- 16.6 There are few opportunities for new housing development within the village and opportunities for expanding the village are limited by environmental constraints. Nevertheless, it is felt there is some potential for growth consistent with Structure Plan guidance.
- 16.7 The Proposals Map (Kessingland Inset) defines limits to development, marking the boundary of Kessingland with the open countryside. Within these limits, infill development or small groups of houses will be acceptable in principle, unless it is considered more appropriate to retain a site in an undeveloped form for its amenity or recreational value (see also policies OS1-2).

K1 THE PROPOSALS MAP (KESSINGLAND INSET) DEFINES LIMITS TO DEVELOPMENT WITHIN WHICH INFILL DEVELOPMENT OR SMALL GROUPS OF HOUSES WILL BE ACCEPTABLE SUBJECT TO THE CRITERIA SET DOWN IN POLICY H7.

- 16.8 In seeking to identify housing land the following environmental considerations have been taken into account :-
- a. the need to protect the setting of the Area of Outstanding Natural Beauty and Heritage Coast to the south of Kessingland;
 - b. the need to retain a Strategic Gap between Kessingland and Lowestoft to prevent the coalescence of the two settlements;
 - c. the need to protect the character of the open countryside generally;
 - d. the need to minimise the loss of agricultural land.
- 16.9 In accordance with the Structure Plan and the above environmental constraints, Policy H6.9 in the Housing chapter allocates 3.6 ha (9 acres) of land between the bypass and the High Street for approximately 80 dwellings.

H6.9 Land between Kessingland Bypass and the High Street

- 16.10 i) Site Description - The site lies between the Kessingland bypass and the rear boundaries of properties fronting the High Street. Set slightly back from the High Street, towards the southern end of the site, is a Grade II Listed Building (The Ark) which should be incorporated into the development. The setting of the Listed Building should be enhanced through the careful siting and grouping of dwellings. Agricultural buildings housing farm machinery are sited immediately west of the Listed Building and will have to be relocated. Two single storey buildings fronting the High Street could, however, be converted possibly for some form of community use. Care will be required to achieve a satisfactory relationship between new and existing dwellings bordering the site.
- 16.11 ii) Access - Access to the site will be from the High Street. Visibility splays of 4.5 x 90 metres will be required.
- 16.12 iii) Drainage - Surface water in this area drains naturally to the south west, but the existing system is overloaded. The Environment Agency (EA) would be extremely concerned about additional surface water discharging in this direction, because of the risk of flooding along Black Street. Surface water should be discharged in a southerly direction to the Lothingland Hundred River and then pumped to the sea. It is likely that local ditch / watercourse improvements will be necessary and early consultation with both the EA and the Lothingland Internal Drainage Board is advised.
- 16.13 The foul sewerage system in Kessingland is nearing capacity. Anglian Water may have to carry out improvements to the existing system, between the site and the pumping station on Beach Road. Alternatively AW may require development to be phased until such improvements have been carried out.
- 16.14 iv) Site Constraints - Along the north western boundary, a 20 metre strip has been reserved to allow for earth mounding in order to minimise noise intrusion from the bypass. Prospective developers will, however, be expected to submit full details of noise attenuation measures with planning applications, based on the findings of acoustic surveys. Eastern Electricity has high voltage overhead lines and underground cables crossing the site. Developers will need to arrange for the diversion and undergrounding of these.
- 16.15 v) Comprehensive Development - At the time of publication planning permission for 25 dwellings had been granted on part of the site. The Local Planning Authority wishes to see the site developed comprehensively. If, however, development takes place in phases, a pro-rata play space provision straddling the ownership boundary will be required for each phase (providing one play space for the overall site).
- 16.16 All residential development in Kessingland will be expected to comply with the appropriate Housing Policies.
- 16.17 vi) Community Facilities and Services - The local population supports a variety of shops and services that are adequate for every day needs. Along the High Street, they include a small foodstore, bank, chemist, butchers, post office and petrol station. On Field Lane there is a small parade of shops, doctors surgery and primary school which incorporates a library. In the older parts, mainly along Church Road, are a number of small shops.

- 16.18 Although the provision of services is fairly wide ranging, some parts of the village, particularly the newer areas, are relatively remote and lack shops. The District Council would support the provision of local shops (Policy SHO6).

Kessingland Primary School

- 16.19 Kessingland Primary School was opened in 1986 to cater for a maximum of 210 pupils in the main school building. The number of pupils in attendance has already exceeded this figure and since it opened, two temporary classrooms have been positioned on the site, each of which can accommodate a further 30 pupils. The total capacity of the school is currently, therefore, 270 pupils. The County Education Officer has confirmed that capacity could be increased to 300 permanent places (and possibly 330) without causing operational difficulties (such as pupil circulation within the school, car parking, playing space and recreational facilities) if the school grounds are extended. The County Council therefore proposes a small extension of the playing field. (CF1.6).

Playing Space

- 16.20 Kessingland has become a compact village with generally high densities. Lack of open spaces and play areas means that there is little visual relief from the built form. Recent tree planting along road verges has helped to 'soften' this image. Nevertheless, open space provision remains deficient by about 6 ha (15 acres), although this deficiency is partly offset by the proximity of the beach and open countryside.
- 16.21 There are no opportunities for additional playspace within the village. Therefore, it is proposed to extend the existing playing field and community centre site off Field Lane (OS4.5).

The Setting of the Area of Outstanding Natural Beauty

- 16.22 South of Church Road and Whites Lane, land slopes down towards the Suffolk Coasts and Heaths Area of Outstanding Natural Beauty and the Hundred River valley. It is an area of similar character to the AONB itself. In order to preserve and protect the special landscape quality of the AONB development within its setting needs to be strictly controlled. This area also forms part of the Suffolk River Valleys Environmentally Sensitive Area.

**K2 IN ORDER TO SAFEGUARD THE SETTING OF THE AREA
OF OUTSTANDING NATURAL BEAUTY NEW
DEVELOPMENT WILL NOT BE PERMITTED IN THE
AREA SOUTH OF CHURCH ROAD AND WHITES LANE AS
DEFINED ON THE PROPOSALS MAP.**

Holiday Development

- 16.23 Holiday development and tourism is important to Kessingland's local economy. Policies in the Tourism chapter generally aim to safeguard and strengthen the existing tourist industry. Development will be allowed in the Pakefield/Kessingland coastal strip and the Kessingland Beach Holiday Village in accordance with Policies TM8 and TM9 respectively. To ensure that caravans, chalets or cabins are not used as permanent residential accommodation, occupancy restrictions have been imposed (TM15).

Industry and Employment

- 16.24 The tourist trade is the main industry in Kessingland, and the influx of visitors each year provides additional business to existing shops and services. Otherwise employment opportunities are limited to a few small businesses that have premises in the village. Kessingland's ability to attract new employment is limited. Even if industrial land were available, it is likely that the nearby South Lowestoft Industrial Estate would prove to be a more attractive location to firms wishing to locate in the area.

17. MONITORING AND REVIEW

17.1 It will be important that once the Local Plan has been prepared it is kept up to date and relevant. To meet this requirement, formal amendments may be necessary in the light of changing circumstances. Such circumstances might include changes in the economic climate either locally or nationally, or as a result of new guidance from Central Government.

17.2 Monitoring the Local Plan will be a continuous activity. It will consist of recording and analysing changes and identifying how these vary from the policies and proposals in the Plan. The work will normally take the following forms :-

(1) Information Collection and Analysis

17.3 In order to establish what changes have occurred, it will be necessary to collect information and compare it with data upon which the Plan is based. Particular attention is focused on housing (the location of new development and land availability) and industry (the rate of take up of industrial land). A section at the end of each chapter identifies some of the areas in which information will be collected.

17.4 It will also be necessary to take into account, as part of the overall intelligence gathering, the decisions of outside agencies and particularly the decisions taken by the Secretary of State in determining planning appeals.

(2) Assessing Policies and Proposals

17.5 Monitoring also needs to assess the relevance and effectiveness of the policies and proposals in achieving the Plan's objectives. This can be done in several ways, for example by comparing actual rates of development with allocations in the Plan or by evaluating the proportion of planning applications determined in accordance with the adopted policies and proposals.

17.6 It will also be important to assess whether the issues dealt with in the Plan stand the test of time. New issues may arise as a result of changing circumstances and these may require further consideration.

17.7 It is intended that the results of these monitoring exercises will be outlined in an Annual Monitoring Report of the District Plan. This will be prepared for the Council's Development and Operations Committee and then published.

(3) Further Studies and Reports

17.8 If as a result of monitoring the Plan and assessing the effectiveness of the policies and proposals being operated, it appears necessary to examine a particular matter in greater detail, additional studies will be undertaken. Such studies could relate to an individual topic or a specific geographical area. Any significant policy changes would be subject to public consultation and a formal amendment to the Plan.

17.9 The Plan has already highlighted a number of areas where further work will be necessary e.g. environmental improvements in older housing areas and town centres.

(4) Implementation

- 17.10 Implementation of many local plans policies relies on development control decisions and the actions and investment decisions of the private sector and a number of relevant agencies including the Council itself. In view of constraints on local government finance, precise dates for the implementation of ideas and proposals cannot be given. From the present standpoint, they represent good intentions over the life of a plan which stretches to the year 2006.
- 17.11 To progress certain positive planning initiatives, for example the declaration of Local Nature Reserves, a local plans implementation budget has been created.

APPENDIX 1

SITES OF SPECIAL SCIENTIFIC INTEREST

1. Abbey Wood, Flixton
2. Benacre to Easton Bavents
3. Corton Cliffs
4. Flixton Quarry
5. Holton Pit, Holton
6. Minsmere - Walberswick Heath and Marshes (partly within Waveney)
7. Sotterley Park
8. Titsal Wood, Shadingfield

ASSOCIATED DESIGNATIONS

National Nature Reserve Benacre Broad

Ramsar Site Minsmere - Walberswick Heath and Marshes
(partly within Waveney)

Special Area of Conservation Benacre - Easton Bavents (part)

Proposed Minsmere - Walberswick Heath and Marshes
(partly within Waveney)

Special Protection Area Minsmere - Walberswick Heath and Marshes
(partly within Waveney)

Proposed Benacre - Easton Bavents (part)

APPENDIX 2

COUNTY WILDLIFE SITES
(Including Existing and Proposed Local Nature Reserves)

i) County Wildlife Sites

Parish	Site	Grid Ref	
All Saints & St Nicholas S.E.	All Saints Churchyard	330828	
Ashby	Valley Swamp, Fritton Woods	495006	
Barsham	Furze Common	391880	
Barsham	Rectory Meadow Ponds	395895	
Benacre	Benacre Wood	499846	
Bencare	Kessingland Levels*	520850	
Blundeston	Blundeston Prison Lake & Woods	515964	
Blyford	Blyford Wood	425780	
Blyford	Hurricane Wood	413770	
Carlton Colville	Carlton Grove	504903	
Easton Bavents	Easton Marshes*	511770	
Ellough	Ellough Airfield*	456881	
Ellough	Ellough Churchyard	444867	
Ellough	Ellough Grove (North & South)	460878	-
		460874	
Flixton nr Bungay	Flixton Woods	315853	
Flixton	Whitehouse Farm Meadow	521964	
Flixton	Workhouse Wood	521953	
Frostenden	Deep Hole	472808	
Frostenden	Frostenden Spring	462829	
Frostenden	Old Henham Brickyard & Blomfield Wood*	472805	
Halesworth	Birds Folly	393774	
Halesworth	Halesworth Cemetery	393777	
Halesworth	New Reach River	392773	
Henham	Henham Marshes	457767	
Henham	Tuttles Wood	457788	
Henstead with Hulver Street	Brier Wood	481861	
Henstead with Hulver Street	Savage Wood	489844	
Henstead with Hulver Street	The Hundred River & Associated Dykes*	500865	
Holton	Holton Hall Park	407782	
Holton	Holton Sandpits	405774	
Homersfield	Flixton Pits	297865	
Homersfield	Limbourn Common Dykes	281842	
Homersfield	Timber Shrubs	286845	
Ilketshall St Andrew	Godfreys Common	383867	
Ilketshall St Andrew	Great Common	378871	
Ilketshall St Andrew	Mill Common	375875	
Ilketshall St Andrew	The Mardle	383873	

Ilketshall St John	Wet Meadow	373874	
Ilketshall St Lawrence	Green Pond	373844	
Ilketshall St Margaret	Churchyard	349853	
Kessingland	Kessingland Beach	517835	
Kessingland	Kessingland Cliffs	517873	
Lound	Lound Lake	506005	
Lowestoft	Bonds Meadow	522935	
Lowestoft	Christmas Lane Meadow	514935	
Lowestoft	Corton Woods	546966	
Lowestoft	Foxburrow Wood	536956	
Lowestoft	Gunton Meadow	538961	
Lowestoft	Gunton Warren	549959	
Lowestoft	Hall Road Ham	517932	
Lowestoft	Harbour Kittiwake Colony	552926	
Lowestoft	Kirkley Ham	539921	
Lowestoft	Leathes Ham	531932	
Lowestoft	Ness Point	556937	
Lowestoft	Oulton Road Pond & Meadow	533943	
Lowestoft	Pakefield Beach	539902	
Lowestoft	Pakefield Cliffs	517894	
Lowestoft	Pakefield Park	531907	
Lowestoft	Parkhill Wood*	528959	
Lowestoft	Rusty Back Fern site		
	(Lake Lothing)	527931	
Lowestoft	St Margaret's Churchyard	541941	
Lowestoft	Yarmouth Railway Line	543940	
Mutford	Mutford Big Wood	492894	
North Cove	North Cove Alder Carrs*	460907	
Redisham	Gorse Thick	401854	
Reydon	Reydon Fishing Lakes	497769	
Reydon	Reydon Marshes	490762	
Reydon	Reydon Wood*	477790	
Reydon	St Felix School Grounds	493768	
Ringsfield	Great/Briery Woods	395855	
Rumburgh	Rumburgh Wood	356823	
St Cross South Elmham	Spring Farm Meadow	297838	
St Peter South Elmham	Churchyard	336848	
Shadingfield	Great Wood	420844	
Shadingfield	Sparrows Thicks*	412855	
Sotterley	Ashley Wood	447835	
Sotterley	Southwell Lane Wood	455839	
Southwold	Buss Creek*	495766	-
		510770	
Southwold	Southwold Denes	507752	
Southwold	Town Marshes	502755	
Southwold	Walberswick Saltmarsh	502746	
Stoven	Stoven Wood*	440825	
Uggeshall	Clay Common Ponds	467810	
Wangford	Wangford Marshes*	463785	
Weston	Newhouse Farm Meadow	432863	

Weston	Weston Crossing Meadow	415859
Weston	Weston Crossing Railway Line	415865
Willingham St Mary	Likely Wood	445856
Willingham St Mary	Willingham Wood	456862
Wissett	Long Meadow*	371806
Wrentham	Kitchen Wood	490837
Wrentham	Wrentham Great Wood	496838

* Denotes site in more than one parish.

ii) Details of Existing Local Nature Reserves

1) Gunton Warren and Corton Woods, Gunton (32.5 ha/80 acres)

This site was declared a Local Nature Reserve in March 1993. Gunton Warren exhibits a wide range of plant communities including cliff top scrub, heath, woodland and dune grassland. It contains one of the few remaining areas of coastal heathland in the Lowestoft area. Coastal plants present include sea holly and sea sandwort and it is important for reptiles such as the common lizard and adder. Corton Woods contains a variety of mature trees including oak, ash, sycamore and beech. A variety of woodland flowers occur such as bluebell, lesser celandine and greater stitchwort.

2) Leathes Ham, Normanston (6 ha/14.8 acres)

This site was declared as a Local Nature Reserve in May 1992. This is a large area of open water with extensive reedbeds surrounded by damp woodland and scrub forming a very important wildlife resource within the Lowestoft area. The diversity of habitats makes it particularly important for birds, with over 70 species having been recorded in recent years including kingfisher, water rail, tufted duck, mute swan and little grebe. The reedbeds are almost exclusively dominated by common reed but other characteristic wetland plants occur such as reedmace and gypsywort. The area is extensively used for informal recreation and by local schools for nature study.

iii) Details of Proposed Local Nature Reserves

1) Birds Folly, Halesworth (1.8 ha/4.4 acres)

This site, part of which is owned by the District Council, is situated close to the centre of Halesworth. It consists of woodland, scrub and acidic grassland and is important for its diverse flora and reptile population. It is also of local historic interest as the Southwold railway line used to run through the Folly. The site is currently managed by a local conservation group.

2) Walberswick Saltmarsh & Southwold Denes (25.5 ha/63 acres)

Walberswick Saltmarsh is intersected by a number of brackish-water creeks which support a large population of invertebrates, particularly crabs. It also supports a number of uncommon plants such as sea spurrey. On the seaward side, the saltmarsh merges into low sand dunes colonised by marram grass and then into a vegetated shingle habitat. Southwold Denes is an area of vegetated shingle beach colonised by a fragile plant community, many

of which, are locally and nationally rare, such as sea holly. Both these sites are good examples of a coastal habitat which is scarce and declining both regionally and nationally.

3) Southwold Town Marshes (92 ha/227 acres)

Southwold Town Marshes, including Buss Creek and Woodsend Marshes are nationally important areas of wet grassland. The area includes cattle-grazed marshland, species - diverse dykes, and saltmarsh. The Buss Creek marshes are of great ornithological importance for breeding, feeding and migrating birds. Wintering birds include geese from north eastern Europe and redwing. Rare species of beetle have also been recorded here, but it is the diversity and number of birds that use the area which make the site of regional and national importance.

4) Foxburrow Wood, Gunton (5 ha/12.4 acres)

A very interesting old (possibly ancient) wood that is a remnant of a much larger area of woodland. A variety of mature trees with a very diverse ground flora. A stream runs through the wood and there are several artificial ponds with a variety of wetland plants. The wood has access to the public and is widely used as an informal amenity area.

5) Gunton Meadow, Gunton (2 ha/4.9 acres)

This is an area of flower rich grassland, one of the most threatened habitats in Suffolk. It is situated on a hill sloping towards Gunton Lake. The meadow, at present a Suffolk Wildlife Trust reserve, is notable for large colonies of rare and locally distributed green-winged orchid and adder's-tongue fern along with a large number of meadow species including common spotted orchid, ox-eye daisy and agrimony.

6) Bonds Meadow, Oulton (6 ha/14.8 acres)

A mosaic of natural areas that include marshland with artificial ponds, alder carr, meadows, old hedgerows and thick scrub areas. There is a wide variety of bird and plant species present owing to the diversity of habitats. These include a colony of southern marsh orchids and there have been occasional sightings of kingfishers. The area is extensively used by local people for informal recreation such as dog walking and bird watching and by local schools for nature study.

7) Hall Road Ham, Oulton Broad (5.2 ha/12.8 acres)

Hall Road Ham is situated between the Lowestoft railway and Hall Road. It consists of a variety of natural communities including an area of alder carr, a scrub area and a fen area containing a number of unusual marshland plants. Public access is limited because of the high water table in some areas. The undisturbed nature of much of the site, in contrast to the heavy public use of the adjacent Bonds Meadow, makes it an important haven for wildlife.

8) Workhouse Wood, Flixton (1.8 ha/4.4 acres)

This is a mixed broad-leaved woodland with areas of coppice and lies just outside the built-up area of Lowestoft. It has interesting ground flora and a number of small ponds. A public footpath runs alongside the wood which is used for walking and informal recreation, and potential exists for development as 'Community Woodland', similar to Reydon Wood near Southwold.

9) Pakefield Park, Pakefield (5.2 ha/12.8 acres)

This area has a variety of habitats including open grassland, scrub and wetland with adjoining hedgerows and woodland along Love Lane. This is the largest area of semi-natural open space in South Lowestoft and is therefore important for both wildlife and informal enjoyment of nature.

10) Kirkley Ham, Kirkley (4.3 ha/10.6 acres)

This site consists of low lying reedbed with drier area of scrub and grassland. It forms an important wildlife haven in an otherwise urban area. Marshy areas are especially important for amphibians and the rare greater spearwort is present. The wetland area is part of the flood control system. It is used for informal recreation and by schools for nature study.

APPENDIX 3

ANCIENT WOODLAND

Parish	Site	Grid Ref
Benacre	Holly Grove	511826
Blyford	Blyford Wood	424781
Covehithe	Easton Wood	519802
Flixton	Abbey Wood	315860
Flixton	Coombes Wood	312853
Flixton	Heavyland Wood	317852
Flixton	Packway Wood	319857
Flixton nr Lowestoft	Workhouse Wood	521953
Fostenden	Bloomfield Wood	472804
Fostenden	Frostenden Spring	461829
Henham	Tuttles Wood	456788
Henstead	Brier Wood	480860
Henstead	Savage Wood	489846
Ilketshall St Margaret	Spring Wood	355864
Lound	Great Wood	513987
Lowestoft	Foxburrow Wood	536955
Mutford	Big Wood	492895
Mutford	Little Wood	493888
Redisham	Gorse Thick/Manor Thick	402853
Reydon	Reydon Wood	475789
Ringsfield	Great Wood, Briery Wood, Farm Wood	394855
Shadingfield	Great Wood	421843
Shadingfield	Titsal Wood	427837
Sotterley	Ashley Wood	446836
Sotterley	Southwell Lane Wood	453839
Sotterley	Sotterley/Shepherds Woods	467852
Spexhall	Spexhall Wood	380822
Stoven	Stoven Wood	427837
Weston/Shadingfield	Sparrows Thicks	412855
Willingham St Mary	Likely Wood	445857
Willingham St Mary	Willingham Wood	455862
Wrentham	Kitchen Wood	490836
Wrentham	Wrentham Great Wood	493838

APPENDIX 4

Erosion Risk Zones - Policy ENV15

The line shown on the Proposals Map to which Policy ENV15 refers is for identification purposes only. A more accurate representation of the projected line on the coast 75 years hence is contained in this Appendix. Plans are listed in order, from north to south, for the full length of the coast.

APPENDIX 5

SCHEDULED ANCIENT MONUMENTS

Parish	County No	Monument Title	Grid Ref
Bungay	1	Bigod Castle	TM 334 897 TM 335 897
Bungay	13	Castle Hills	TM 336 896
Bungay	14	Butter Cross	TM 337 897
Flixton 65		Boys Hall moated site	TM 309 862
Flixton 66		Flixton Priory	TM 315 863 TM 315 864
Flixton 161		St Andrews Church (remains of)	TM 517 955
Henham	179	Moated site in Moatyard Covert	TM 450 795
Ilketshall St John 71		The Mount (motte & bailey)	TM 369 880
Lound 144		Lound Waterworks Engine House	TM 501 006
Mettingham	70	Mettingham Castle	TM 360 886
South Elmham St Cross	22	South Elmham Minster	TM 307 826
Westhall	92	Moat Yards moated site	TM 410 815

APPENDIX 6**CAR PARKING STANDARDS**

Development	Gross Floor Area (m²)	Guide for Lorry Parking Required	Car Parking Required
SHOPPING			
Shops	upto 499	One 16.5m lorry	One space per 25 sq.m
	500-2000	One 16.5m lorry per 1000 sq.m	20 spaces plus one space per 15 sq.m above 500 sq.m
	over 2000	One 16.5 m lorry per 1000 sq.m	120 spaces plus one space per 10 sq.m above 2000 sq.m
Food supermarkets and superstores		One 1.65m lorry per 1000sq.m	One space per 10 sq.m
RETAIL WAREHOUSES			
Non Food Retail			
i) Flat pack use		One 16.5m lorry per 500sq.m	One space per 15 sq.m
ii) DIY use		One 16.5m lorry per 500sq.m	One space per 18 sq.m
iii) Furniture use		One 16.5m lorry per 500sq.m	One space per 40 sq.m
Garden Centre		One 16.5m lorry per 500 sq.m	One space per 15 sq.m of covered sales area and negotiated spaces for external use
Other Retail Warehousing		One 16.5m lorry per 500sq.m	One space per 30 sq.m
Car Accessories (Tyre Centre, exhaust drive in service)		One 16.5m lorry per 500 sq.m	Three spaces per service bay, excluding the service bay

Development	Gross Floor Area (m²)	Guide for Lorry Parking Required	Car Parking Required
OFFICES			
Financial and Professional Services (Use Class A2 including offices where the service is provided principally to visiting members of the public)	upto 499	Room for one 7m lorry	One space per 20 sq.m
	over 500	Room for one 16.5 m lorry	One space per 20 sq.m
General Office (Use Class B1)	upto 499	Room for one 7m lorry	One space per 25 sq.m
	over 500	Room for one 16.5m lorry	One space per 25 sq.m
INDUSTRIAL			
Light Industry Research and Development (B1)	upto 499	One 7m lorry	One per 25 sq.m
	over 500	One 16.5m lorry	One per 25 sq.m
Business / Industry (Use Class B2)	upto 249	One 7m lorry	One per 30 sq.m
	over 250	One 16.5m lorry per unit	One per 30 sq.m
Warehousing (where specifically designed for storage/distribution (B8) use)*		One 16.5m lorry per 250sq.m	Minimum of 3 spaces plus 1 per 150 sq.m
Warehousing Cash & Carry (Wholesale)		Min three 16.5m lorry space & one 15m lorry space per 1500 sq.m	One space per 30 sq.m
Motor Vehicle Repair		Min 16.5m lorry Space + one 15m space for every 1500 sq.m	3 spaces per bay + staff parking
Car Sales		Min of 1 16.5m lorry space + one 16.5m lorry space every 1500 sq.m	Min of 2 car spaces +1 space per 40 sq.m of area used for the display or storage of vehicles for sale (clearly marked for customer parking)

Haulage Depots

One space per HGV +
office as above

*Where convertible to other business uses, those higher standards must either be met, or deferred and provided elsewhere on the site.

Development	Car Parking
RESIDENTIAL	

Houses and Flats

Dwellings of 2 or fewer bedrooms
with private grouped unassigned
parking courts

Three spaces per two dwellings

Dwellings of 3 or more bedrooms with
private grouped unassigned parking
courts

Two spaces per dwelling

Dwellings of 3 or fewer bedrooms
parking within the curtilage of the
dwellingTwo spaces per dwelling which may
include garage provisionDwellings of 4 or more bedrooms -
parking within the curtilage of the
dwellingThree spaces per dwelling which
may include garage provision

In addition, for each 5 dwellings proposed one unassigned space shall be provided for visitor and service parking.

Retirement Homes	Min Age	Rural	Urban*
Parking rate depends on age of occupants (controlled by legal agreement) and location of the scheme	55 60 65 70	1.5 1 0.75 0.5	1 0.67 0.5 0.33

(*Urban includes Beccles, Bungay, Halesworth and Southwold/Reydon)

Warden Serviced Housing
For the Frail Elderly
- includes Local Authority
Category 2 Sheltered
AccommodationTwo spaces per warden & one space per 4
dwellings (Subject to legal agreement restricting
age to over 60s - otherwise normal standards
apply)Community Homes (for children,
physically and mentally
handicapped adults & children)One space for each member of residential staff
and one space per two members of day staff and
one space per three bedsHomes in Multiple Occupation
(HMOs) (where housing needs
are paramount - not holiday bedsits)

Two spaces per three rooms

Development	Guide for Lorry/ Coach Parking Required	Car Parking Required
HOTELS AND CATERING		
Hotels	1 coach / lorry space per 100 bedrooms	One car space for each bedroom
Restaurants & Bars within hotel		1 space per 4 sq.m public area
Conference Centres		1 space per 3 seats
Exhibition Halls		1 space per 6 sq.m
Restaurants, Cafes, Public Houses and Wine Bars	1 16.5m lorry space	1 car space per 4 sq.m public area
Transport Cafe (HGV) (principally for lorry drivers)	1 16.5m lorry space per 2 sq.m of dining area	
Roadside Restaurant (principally for motorists)		1 car space per 3 sq.m of dining area (+ lorry parking where convertible to transport café)
Guest House, Boarding House and Motels		1 space per letting bedroom + 2 spaces for proprietor
ENTERTAINMENT, RECREATION AND COMMUNITY USE		
Cinemas, Theatres, Bingo, Public Dance Halls	One 16.5m lorry	1 space per 3 persons as licensed by Fire Officer
Libraries and Museums	One 7m lorry	1 space per 30 sq.m floor area
Places of Worship	Room for one coach	1 space per 10 sq.m. floor area
Sports Facilities	1 coach space per 2 pitches for sports teams	20 spaces per pitch + one space per 10 spectator seats
Swimming Pools, Gymnasiums and Sports Halls Squash Clubs Tennis & Badminton Clubs Golf Club and Club House Golf Driving Range	1 coach space	1 car parking space per 10 sq.m public area 3 spaces per court 6 spaces per court 100 min, 150 for 18 holes, 2 spaces per tee

Development	Guide for Lorry/ Coach Parking Required	Car Parking Required
MEDICAL ESTABLISHMENTS		
Hospitals		1 space per doctor or surgeon plus one space per bed or private room for other staff and visitors (Additional spaces required for outpatients dept)
Health Centres/Clinic		1 space per practitioner 1 space for every 2 members of other staff present at busiest time and 6 visitor spaces for each consulting room (3 in urban areas)
Nursing Homes		1 space per member of residential staff, 1 space per 2 members of day staff and 1 space per 3 beds
EDUCATION		
Schools - Operational requirements	1 lorry/coach space + turning facilities	1 space per teacher 1 space per 2 ancillary/admin staff 6 visitor spaces or 1 space per 25 pupils (whichever is greater subject to a maximum of 20)
Parents parking - Primary Schools		1 per 10 pupils on roll
Middle/Upper Schools		Up to 30 spaces
(n.b. schools parking will require detailed assessment based on local circumstances)		
Colleges of Further Education		1 space per 8 students 1 space per teacher 1 space per 2 admin staff

For further reference, see Suffolk Advisory Car Parking Standards (October 1991).

APPENDIX 7

CALCULATION OF PUBLIC OPEN SPACE (P.O.S.) REQUIREMENT FOR NEW HOUSING DEVELOPMENTS

The table below illustrates the amount of open space required for a given number of dwellings, which is derived from the formula $(\text{no. of dwellings} - 10) \times 60\text{m}^2$. The table illustrates the total site areas which will be required to accommodate that number of dwellings at a density of 10 dwellings per acre. The proportion of the site given over to open space will normally vary upwards as the density and size of the site are increased.

Table 1 - Comparison of open space requirement and site size

No of P.O.S. Dwellings	(m ²)	Requirement Acres+	Developable Area (acres)*	Total Site Area(acres)
5	0	0	0.5	0.5
10	0	0	1.0	1.0
15	300	.07	1.5	1.57#
20	600	.15	2.0	2.15
25	900	.22	2.5	2.72
30	1200	.30	3.0	3.3
35	1500	.37	3.5	3.87
40	1600	.44	4.0	4.44
45	2100	.52	4.5	5.02
50	2400	.59	5.0	5.59
55	2700	.67	5.5	6.17
60	3000	.74	6.0	6.74
65	3300	.82	6.5	7.32
70	3600	.89	7.0	7.89
75	3900	.96	7.5	8.46
80	4200	1.04	8.0	9.04
85	4500	1.11	8.5	9.61
90	4800	1.19	9.0	10.19
95	5100	1.26	9.5	10.93
100	5400	1.33	10.0	11.33
150	8400	2.08	15.0	17.08
200	11400	2.82	20.0	22.82
250	14400	3.56	25.0	28.56
300	17400	4.30	30.0	34.30
350	20400	5.04	35.0	39.04
400	23400	5.78	40.0	45.78
500	29400	7.26	50.0	57.26
750	44400	10.97	75.0	85.97
1000	59400	14.68	100.0	114.68
+ derived from		* where	# where	
(No. dwellings - 10) x 60m ²		density is 10/acre	P.O.S. not commuted	