

Waveney Local Plan

Interim



Waveney District Council
Serving the Community

May 2004

Waveney Local Plan Interim May 2004



(Waveney District Council approved this Interim Waveney Local Plan at its meeting in February 2004. It will be used for development control purposes, as representing the council's emerging policies, alongside the existing Waveney Local Plan, adopted November 1996).

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- (1) Local Plan Policy – Monitoring Framework
- (2) Housing Guidelines for allocated sites
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Proposals Maps (separate folder)

Waveney District

Towns:- Lowestoft
Lowestoft – Lake Lothing
Beccles/Worlingham
Halesworth/Holton
Bungay
Southwold/Reydon

Larger Villages: Kessingland
Barnby/North Cove
Wangford
Wrentham

Other – (Defining Conservation Areas):-
Homersfield
Somerleyton
Wissett

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Waveney District Council LA 079936, 1997.

Background Papers

A series of Background Papers have also been prepared to accompany the Interim Local Plan. These will be available for inspection at the deposit points and in local libraries. They are also available on request.

- (1) Whole Town Approaches
- (2) Urban Capacity Study
- (3) Topic Papers:
 - Housing, July 2000
 - Open Space, July 2000
 - Environment, September 2000
 - Transport, September 2000
 - Shopping and Town Centres, September 2000
 - Villages and Rural Areas, September 2000
 - Economic Regeneration, October 2000
- (4) Sustainability Appraisal

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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. The list below identifies current and proposed guidance.

Existing

Open Space Standard October 1991 (to be updated)
 Suffolk Advisory Parking Standards March 2002 (included in Appendix 3)
 Suffolk Design Guide 1993 (to be updated)
 Shoreline Management Plan January 1999 (to be updated)
 Greenways Strategy for Lowestoft December 1992
 Greenways Strategy for Kessingland February 1997
 Gosford Road, Beccles October 1998
 Woods Meadow Development Brief (draft) July 1993
 Design Guidance for Landing Stages at Southwold Harbour August 1997
 Code of Practice for SI06 Obligations in connection with Planning Permissions January 2000

Proposed

Sustainable Design
 Environment Agency Floodplain maps
 Replacement Features in Conservation Areas
 Renewable Energy
 Conservation Area Appraisals
 Affordable Housing



1. FUNCTION AND CONTEXT

1. Function and Context

1.1 Local Authorities have a statutory duty to prepare Local Plans. They are prepared under S.36 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991). The current Waveney Local Plan was adopted as part of the Development Plan for Waveney in November 1996. The other parts of the Development Plan are the Broads Area Local Plan (May 1997), (see footnote at end of Chapter 1), the Suffolk Structure Plan (June 2001), the Suffolk Minerals Local Plan (May 1999) and when adopted the Suffolk Waste Local Plan. The period of this Interim Local Plan is to 2016.

1.2 Legislation has given specific status to the development plan in determining planning applications for development. S.54(a) of the 1990 Act states,

“where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be in accordance with the plan unless material considerations indicate otherwise”.

1.3 The starting point in considering any proposals for development is therefore the provisions and policies of the development plan, in this case, the Suffolk Structure Plan, the Waveney Local Plan and the Suffolk Minerals Local Plan.

1.4 Essentially, the Local Plan has two main functions:-

- to allocate land for specific purposes and
- To provide a policy framework to control development.

1.5 In carrying out both these tasks the Waveney Local Plan must be in conformity with the Suffolk Structure Plan and have regard to Regional Planning Guidance and the current national policies.

Policy Context

1.6 National planning policies are set out in a series of Planning Policy Guidance Notes (PPGs). These provide guidance to Local Planning Authorities and set out the Government's objectives across a range of topics.

1.7 The Regional Planning Guidance for East Anglia (RPG 6) was approved by the Secretary of State in November 2000. The RPG is in the process of being reviewed and rolled forward to 2021 for the new six county region. The overall vision for the area is one where development is set within a sustainable development framework and where :

- economic opportunities are maintained,
- there is increasing social equity for all areas,
- the environment is protected and enhanced; and
- natural resources are conserved.

1.8 The RPG identifies the Rural Priority Areas and the Lowestoft area as priority areas for regeneration. There is also a specific policy regarding the need for a vision for the Lowestoft and Great Yarmouth sub-region, which is based on an understanding of the links between the two towns and the need to strengthen the economic base of the area to make it more attractive for investment.

1.9 The Suffolk Structure Plan takes Government policy and the RPG into account in formulating a development framework for Suffolk as a whole. The Plan recognises the particular economic problems of the Lowestoft area. It maintains a commitment to employment initiatives in Lowestoft but it places less emphasis than previously on the role of Lowestoft in meeting the county's housing needs. Outside the larger towns like Lowestoft, settlements identified for new housing should have a range of services and facilities.

Review Process

1.10 Work commenced on the review of this revised Local Plan in January 2000 with the publication of a questionnaire in the Council's "In Touch" Newsletter which went to every household in the District. The questionnaire provided an opportunity for the public to highlight their concerns. This gave an immediate focus for the Local Plan to consider and address these concerns in planning terms. An Issues Report was published in January 2001 for widespread consultation. This Report developed the main concerns highlighted by the response from the general public. The Issues Report took those concerns and placed them in a planning context and then raised questions for debate around five main themes which are the subject of the topic chapters of this plan:-

- providing homes for all;
- revitalising the economy;
- providing sustainable transport;
- protecting and improving our environment; and
- providing community facilities, open space and infrastructure.

1.11 Responses to the Issues Report together with other influences, including Government policies and local strategies and programmes, have helped to formulate the revised Local Plan. This is published in its present form as the "first deposit" version. The first deposit version of the Local Plan will be accompanied by the following :-

- an urban capacity study - an analysis of the potential of previously developed land within the District;
- a sustainability appraisal, which assesses each planning policy against their economic, social and environmental impact;
- a statement of publicity and consultation;

- whole town approaches - an assessment of the socio-economic and environmental constraints in each town.

1.12 In the normal course of events this Interim Local Plan would have been placed 'on deposit' and have followed the prescribed statutory process. This would normally involve putting the Local Plan on deposit for inspection at a number of locations throughout the district for a period of six weeks. During this time formal objections to the Local Plan would be made. The Council would then carefully consider all objections and consider any changes that may be necessary. A revised or "second deposit" of the Local Plan would then be published in a similar way. Any outstanding objections from the first stage would then be heard by an independent Inspector at an Inquiry. Following receipt of the Inspectors report the council would issue Proposed Modifications which are again open to objections. After this stage is complete the Council is free to adopt the Local Plan.

1.13 For some time the Government has been considering changes to this plan-making process. A Green Paper proposing fundamental changes was published in December 2001. In July 2002 the Deputy Prime Minister announced The Government's intention to abolish Structure and Local Plans and to replace them with Local Development Frameworks and Action Plans. In October 2003 the Government produced new guidance for Local Planning Authorities regarding the preparation of Local Development Frameworks. At the time of writing, it is expected that legislation will be enacted by 2004 to allow these changes to take place.

1.14 The District Council considered that, in view of this impending legislation, it would proceed to publish the Local Plan Revised Draft for consultation but not follow the statutory process outlined above. As a consequence the Revised Draft was published for public consultation but not as the first deposit version of the Local Plan. The Council carefully considered all representations and comments it received. The amendments have been incorporated in this Waveney Interim Local Plan. This version of emerging planning policies will provide guidance alongside the existing

adopted Waveney Local Plan (November 1996) until such time as the Council prepares a Local Development Framework under the new arrangements.

1.15 At its meeting on 24th February 2004 the Council resolved to approve this version for development control purposes alongside the existing adopted Waveney Local Plan, November 1996.

Form of the Local Plan

1.16 The Waveney Local Plan consists of two parts, the proposals map and the written statement. The proposals map shows the geographical coverage of the policies and proposals and the written statement explains the policies. All policies and proposals, which relate to a geographical area, are shown on the proposals map. Not all proposals are capable of being shown on the District wide proposals map, so this is divided into a number of more detailed inset maps, generally at a larger scale. The policies and proposals are then set out and explained in the written statement. The same policy numbers are used to identify areas and policies in the text and on the maps. Some policies are not site specific, but apply Waveney-wide as general policies for the control of development.

1.17 The proposals map or the inset maps show policies for particular areas. If you wish to find out whether the area you live in is affected by any policies or proposals you should look on the inset map, which covers the relevant area.

1.18 All planning policies are printed in bold in the written statement. The preceding text sets out the reasoned justification for the policy.

1.19 As a general rule, unless land is allocated for a specific use in the Local Plan, it is assumed that for the most part it will remain unchanged. Reference should also be made to the general topic based planning policies and the core development control policies. These normally set out criteria against which any specific proposals will be determined.

1.20 The majority of development within the plan

period will actually take place by the private sector, developers, organisations and individual homeowners. The Local Plan provides a land use policy framework against which these proposals can be determined. All proposals are included with the reasonable expectation that they will come forward during the Plan's lifetime. Implementation of the Local Plan's policies will normally be through the exercise of the Council's development control powers in relation to determining planning applications unless otherwise stated. In some cases, the Local Plan reflects the proposals of a particular body or organisation, for example, transport proposals from Suffolk County Council as highway authority.

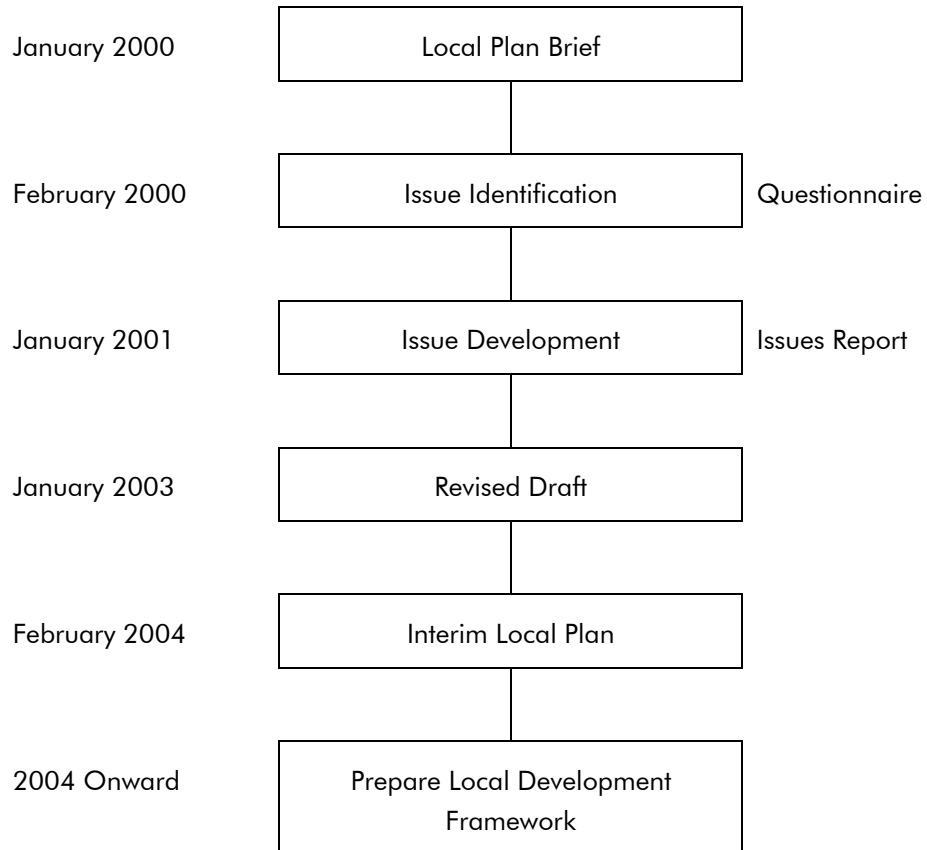
1.21 Local Planning Authorities are required to keep under review matters expected to affect the development of their area. Appendix 1 includes a Monitoring Framework which sets out how the Local Plan will be monitored as a means of keeping it relevant and up to date. In particular this framework includes data, which is produced annually as part of a countywide audit called "Suffolk's Environment: towards sustainable development". It will also be important to take account of changing Government policy, to assess the need to amend or update the Local Plan in any way.

1.22 To elaborate specific policies, the Council may produce Supplementary Planning Guidance (SPG). This may take the form of, for example, a development for a specific housing site or more detailed design guidelines. SPG can also be taken into account as a "material consideration" in determining a planning application. It will be given greater weight if it has been through public consultation.

1.23 The Council would normally expect to undertake a comprehensive review of this Local Plan every five years, so that it coincides with changes at regional and county levels. Under proposed legislative changes the Council will need to take account of Government guidance regarding future review periods.

Footnote: the Broads Authority is a body set up by Act of Parliament in 1988 and is equivalent in status to a National Park. It is a planning authority in its own right. (cf. paragraph 1.1)

PLAN PREPARATION PROCESS





2. LOCAL PLAN VISION AND LAND USE STRATEGY

2. Local Plan Vision and Land Use Strategy

2.1 Local Authorities have a statutory duty to prepare Local Plans. Local Plans are concerned with the use of land. Most activities, including economic and social issues, have a land use requirement. The Local Plan allocates land for specific purposes and provides a policy framework to direct the location of future development. The Local Plan is therefore wide ranging in its influence. For the Local Plan to be effective it needs to be prepared from an understanding of the particular economic, social and environmental circumstances of the Waveney area. It needs to reflect local priorities and a sense of what makes the area distinctive. It should address local concerns, but it also needs to be consistent with other local strategies and programmes and be in conformity with the wider strategic policies at national, regional and county levels.

2.2 This Interim Waveney Local Plan will be used alongside the existing adopted Local Plan to provide policy advice and to help determine planning applications. A Local Development Framework for Waveney will be prepared following legislative changes.

2.3 Circumstances change. Different Governments have different views and priorities. Similarly, local events may dictate a change in approach or emphasis. The Local Plan process needs to be set up in such a way as to both monitor that change and to be able to respond in a realistic and timely fashion. A key aspect of preparing the Local Plan is therefore the need to build into the process effective monitoring and review of policies.

2.4 In preparing the revised Local Plan for the Waveney area, we started from the premise that we needed to define the problems and concerns facing local people. We then took those ideas forward and placed them in a planning context through a series of Topic Papers. We also published for consultation an Issues Report that provided an opportunity to gain further views on specific issues in a land use planning

context. We particularly wanted to explore the tension between government guidance and what the local community would find acceptable. Having defined needs we can then derive what can be done not just from these concerns but also from other strategies and Government policies. This has helped us to develop a land use strategy for Waveney. The stages in this process are set out below.

Determining Needs

2.5 At the start of the new millennium, we asked the people of Waveney what they thought about their home, their neighbourhood, their views on the nature of future development and about the things they thought were lacking in the area. The questionnaire appeared in the Council's "In Touch" Newsletter which was delivered to every household in the District. Whilst we did not get a large response, we did get one that generally reflected both the age structure and the geographical distribution of population within the District.

2.6 The response told us that by and large people were happy with their home and the neighbourhood in which they lived. They liked the character and appearance of the area, the closeness of facilities and the peace and quiet. Conversely, there were instances where people did not like their neighbours and social problems were identified in particular locations. The response also indicated a concern about traffic problems, the potential for crime and the often poor quality of the immediate environment.

2.7 When asked about the location of future development, almost all favoured the redevelopment of previously used land. Most felt that this should take place in the District's five main towns. Most people also favoured providing more affordable housing for rent although there were some diverse opinions on the type of housing that was required.

2.8 Approximately 20% of people in the District travel more than ten miles to work, mostly by car. Walking, however, was the most popular mode of transport for journeys of less than a mile but there was low use of public transport.

2.9 We asked questions about the town centres people used most frequently. They liked the pedestrian environments in Lowestoft and Halesworth and the good range of shops in most towns. In most town centres, conflicts between pedestrians and cars and poor parking facilities were also identified.

2.10 One of the main outcomes from the questionnaire was the need to address the lack of facilities for teenagers in all towns.

2.11 As a final question we asked what one change would make Waveney a better place to live in. The overwhelming response was for improvements to transport and communications. The response from the schools was equally overwhelming in terms of improved community facilities.

2.12 In summary, the key local concerns which we have attempted to address through this review are:-

- the need for improvements to transport and communications;
- the need to improve the quality and appearance of the environment;
- the need to regenerate previously developed sites;
- the need for more affordable housing.

Deriving Objectives

2.13 The results from this questionnaire provide a profile of the issues and concerns facing Waveney at this particular snapshot in time. Since we undertook this questionnaire, Waveney wide surveys have been conducted through a "Suffolk Speaks" forum. This has to some extent confirmed the issues identified through our questionnaire and has formed the basis for the "ambitions" in the Community Strategy. The responses to the questionnaire embrace a wide range of issues, not all of which are concerned with land use. These concerns are being taken forward in the context of other strategies and programmes, some of which are identified below.

Community Strategy

2.14 One of the most dramatic changes affecting local government in recent times has been the Local Government Act 2000. This places a duty on local authorities to prepare community strategies for promoting or improving the economic, social and environmental well being of their areas and contributing to the achievement of sustainable development. In theory, the Community Strategy provides the overall framework within which all other Council strategies and plans, including the Local Plan, need to fall.

Sustainable Development

2.15 The government clearly sees the planning system and the Local Plan as a principle means of trying to achieve sustainable development and promoting "sustainable" land use patterns of development. The most common definition of sustainable development is,

“Development that meets the needs of the present without compromising the ability of future generations to meet theirs.”

2.16 The government has produced wide ranging objectives for sustainable development :-

“social progress that meets the needs of everyone

Everyone should share in the benefits of increased prosperity and a clean and safe environment. We have to improve access to services, tackle social exclusion and reduce harm to health caused by poverty, poor housing, unemployment and pollution. Our needs must not be met by treating others, including future generations, and people elsewhere in the world, unfairly.

Effective Protection of the Environment

We must act to limit global environmental threats, such as climate change: to minimise health and safety hazards such as poor air quality and toxic chemicals; and to protect things which people need or value such as wildlife, landscapes and historic buildings;

Prudent use of Natural Resources

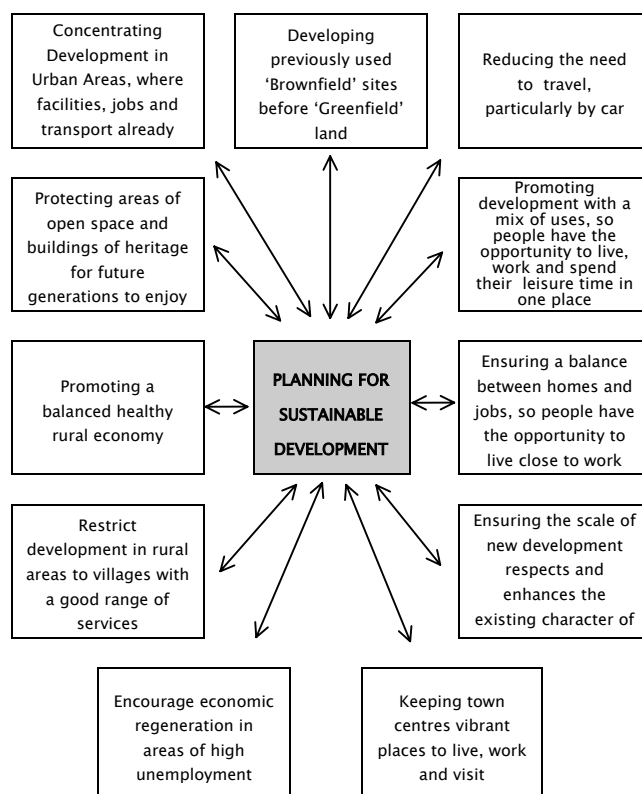
This does not mean denying ourselves the use of non-renewable resources like oil and gas, but we do need to make sure that we use them efficiently and that alternatives are developed to replace them in due course. Renewable resources such as water should be used in ways that do not endanger the resource or cause serious damage or pollution;

Maintenance of high and stable levels of economic growth and employment,

so that everyone can share in high living standards and greater job opportunities. The UK is a trading nation in a rapidly changing world. For our country to prosper, our businesses must produce the high quality goods and services that consumers want, at prices they are prepared to pay. To achieve that we need a workforce that is equipped with education and skills for the 21st century. And we need businesses ready to invest and an infrastructure to support them”.

(Opportunities for change, DETR 1998)

2.17 The need to achieve sustainable development permeates all appropriate planning policies and proposals. To ensure that it is adequately taken into account, this revised Local Plan is accompanied by a Sustainability Appraisal. This assesses each policy and proposal in terms of its economic, social and environmental impact. The diagram below sets out the things which we believe the Local Plan in Waveney can help bring about by promoting sustainable development.



National, Regional and Structure Plan Guidance

2.18 The government provides guidelines for Local Planning Authorities on both its policies and how sustainable development can be achieved. Because these are guidelines, their application will vary from place to place to take account of different circumstances. We have to take them into account when preparing plans and when determining planning applications for development. Guidelines exist for a range of topics including transport, housing, town centres, coastal planning, the historic environment and the countryside. Relevant government guidance is referred to in each chapter. Generally, the Government would like Local Planning Authorities to pursue policies, which direct most new development to the main towns, take maximum advantage of previously developed sites and reduce people's reliance on the car.

2.19 The Government is also looking to the Local Plan to set out how the principles of urban renaissance - the need to make our towns and cities

more vital and attractive - as expressed in the Urban White Paper (Our towns and cities the future - Delivering urban renaissance, November 2000) can be applied to Waveney in general but perhaps Lowestoft in particular. Again this will need to cover aspects of design, townscape, and making the most effective use of previously developed sites. A similar role is called for in the rural areas where the desire for living and working communities can be matched with the objective of protecting the countryside for its own sake. The Rural White Paper (Our countryside: the future - a fair deal for rural England - November 2000) places a particular emphasis on the role of market towns. This has a resonance in Waveney, because of the geography of the District and the concentration of population in the four market towns of Beccles, Bungay, Halesworth and Southwold.

2.20 The relative deprivation of the Lowestoft and Great Yarmouth areas are highlighted in the Government's Regional Planning Guidance for East Anglia. The local authorities and other agencies are encouraged to produce a vision for this sub-region based on the common links and mutual roles of the two towns. The need to regenerate the rural parts of the District, including the Rural Priority Area, is also recognised. Paragraphs 3.24 and 3.25 refer to the location of these areas.

2.21 The Local Plan has to be in conformity with the Suffolk Structure Plan. The Structure Plan, in particular, provides guidance on the amount and distribution of future housing in the Suffolk districts. Based on estimates produced by the District Councils the Structure Plan suggests that nearly 50% of new allocations could be on brownfield land. The amount of housing proposed for the Waveney area is considerably reduced from the previous plan period - 335 as opposed to 490 dwellings per year.

Other strategies and programmes

2.22 There is a need for the Local Plan to link with other statutory and non statutory processes, both internal and external to the Council. The Local Plan clearly has strong links with the Suffolk Local Transport Plan. Both plans need to be fully integrated,

if we are to achieve the government's objective of reducing reliance on the car and encouraging a switch to other modes of transport. The Local Transport Plan for Suffolk contains a series of Transport Action Plans for Lowestoft, Beccles, Bungay, Halesworth, Southwold, Kessingland and the A12 corridor.

2.23 There are many other plans and strategies being developed at any one time. These will include regeneration, environmental improvement, neighbourhood renewal, tourism, landscape, health, housing, countryside planning and training and employment. These strategies will often develop their visions from their own particular perspective. They need to take account of the Local Plan but the Local Plan, in turn, also needs to be influenced by them. As one example of this type of strategy the Local Authority has a statutory duty, with partners, for the safety of the local community and crime reduction. The Local Plan, by putting forward policies which influences design in residential neighbourhoods and elsewhere, can help to implement the Crime and Disorder Reduction Strategy for Waveney.

2.24 The Council is also developing strategies for particular geographical areas. We have a "Local Area Framework" for the Lowestoft and Great Yarmouth sub-region, which sets out the way in which EU Objective 2 funding will be used. We have a comprehensive strategy for South Lowestoft to guide economic and social regeneration, environmental improvements and to set the context for major investment in the form of the Single Regeneration Budget, Objective 2, the South Lowestoft Relief Road and the re-use of sites in Lake Lothing. We also have strategies for the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, the Suffolk Rural Priority Area, and other more local areas.

The Council's Key Result Areas

2.25 The Local Plan also needs to reflect the Council's corporate objectives and Key Result Areas. The District Council's overall corporate key result area is :-

“Waveney District Council exists to ensure that Waveney is a prosperous and safe place with a healthy environment where people are happy to live and where employment, learning for life and leisure opportunities exist for everyone”.

2.26 The Local Plan plays an important role in securing a healthy environment but it can also contribute to the economic prosperity, employment and leisure opportunities within the District. Regeneration and the environment is also one of the Council's main Key Result Areas. Whilst these Key Result Areas are currently under review, the priority attached to regeneration and the environment is unlikely to change.

Distinctive Waveney

2.27 As well as taking into account the objectives of other strategies and programmes, the Local Plan has to reflect local needs and circumstances. We already have a picture of the local community's concerns. The Local Plan, as a land use document, also has to reflect the unique physical, economic and social character of the District, which makes it distinct.

2.28 The Plan area, excluding the Broads Area, consists of the whole of the administrative area of Waveney District. It has a population of approximately 110,000. The urban area of Lowestoft, with just under half the population, tends to dominate the District. Lowestoft provides the administrative centre and focus for industry and commerce.

Economic landscape

2.29 Lowestoft is increasingly seen as part of a sub-region, which includes Great Yarmouth.

2.30 This sub-region lies in one of the more remote parts of East Anglia. There are poor east-west road and rail links. Both towns have experienced economic decline and remoteness is also perceived by business as a hindrance to recovery. Not surprisingly, both Councils support proposals to invest in transport infrastructure, which will improve transport links.

2.31 Regeneration is an issue for the whole of the

District. Unemployment is generally above the national average. Despite attempts to diversify the local economy, there is still a disproportionate amount of declining industries in the area. The financial services sector is under-represented. Economic problems tend to cluster with other health, crime, housing and educational achievement issues, particularly in the inner wards in Lowestoft. These problems have been recognised in the national and European regeneration funding packages available for the area. Lowestoft has both Assisted Area and EU Objective 2 status. The Kirkley and Harbour/Normanston Wards have government funding through the Government's Single Regeneration Budget and the Sure Start programmes respectively.

2.32 Halesworth, Bungay and the rural South Elmham Wards fall within the Suffolk Market Towns Single Regeneration Budget area. The market towns in particular have suffered from the loss of services and facilities and all four towns are undergoing some degree of regeneration activity. The Beccles area has funding through the Market Towns Initiative scheme. A large part of rural Waveney falls within the Suffolk Rural Priority Area, an area identified by the former Rural Development Commission as requiring economic and social regeneration.

Market towns

2.33 The geography of the District is such that Lowestoft and the four market towns accommodate the majority of the District's population. The rural part of the District gains its identity from the four historic towns of Beccles, Bungay, Halesworth and Southwold. All the towns have their special architectural and historic qualities and this is recognised by their town centres being designated as Conservation Areas.

Rural Area

2.34 The four towns describe an outer square to the rural part of the District. Outside the towns, the countryside is characterised by small hamlets and communities. 30 out of the 58 parishes in Waveney have populations under 300 people. Many villages

have lost their shops and services. This area is distinctive in its own right often revealing a subtle landscape with its own character of country lanes and hamlets.

2.35 The Waveney Valley from Herringfleet to Homersfield forms the northern boundary of the District and is also the boundary between Suffolk and Norfolk. The flood plain in the area from Lowestoft to Bungay lies within the Broads. The local importance of the southern valley side adjoining the Broads is also recognised by its designation as a Special Landscape Area.

2.36 The District is low lying and like most of East Anglia it is vulnerable to sea level rise, coastal and river flooding. There is pressure on the coastal zone for tourism, industry and commercial uses. The undefended coastlines could be severely eroded in the future. To both the north and south of Lowestoft are areas of relatively flat landscape, which provide good quality agricultural land and open breaks between villages so retaining their special qualities.

2.37 To the south of Lowestoft lies Kessingland, a separate community with its own character and particular social and economic concerns. Kessingland has relatively few facilities for its size and is largely dependent on Lowestoft for employment opportunities. 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 also has a Heritage Coast designation. In this area, are many sites of wildlife interest, some recognised as being of national importance.

Local Plan Vision and Land Use Strategy

The Community Strategy's ambitions

2.38 The Community Strategy provides the framework within which these influences can come together to provide an overall direction for the economic, social and environmental future of the

District. To date, the Local Strategic Partnership, the local partnership steering the preparation of the Community Strategy, has derived eleven "ambitions". These provide guidance for all Council activities including the Local Plan. The ambitions are :-

- tackling poverty and social exclusion
- involving people in developing their communities
- building a strong and competitive economy with a balanced mix of businesses and jobs
- developing satisfaction with Waveney as a place to live
- reducing crime and disorder and making Waveney safer
- protecting and improving Waveney's distinctive environment
- supporting and encouraging young people in the District
- meeting Waveney's accommodation needs through a sufficient supply of good quality housing in the private and public sector to rent or for purchase
- improving education, training and learning outcomes for all
- improve the wellbeing and health of people
- improving transport and communications

Local Plan Vision

2.39 Against this background, it can be seen that the issues for which the Local Plan is responsible i.e. land use, has a major role to play. We can promote an overall vision for the Waveney Local Plan which,

“promotes sustainable development, and by directing most development to the urban areas encourages regeneration, whilst protecting the District's built heritage and natural environment”.

2.40 This overall vision is further developed in the following five themed chapters by setting out policies and proposals which help to implement the ambitions for Waveney. Set out below are the main elements of a land use strategy which underpins the Local Plan vision.

Settlement strategy

2.41 Most new development in Waveney will take place in the urban areas. The towns are regarded as the most suitable location for future development by virtue of their access to services and facilities.

Development in the towns is seen as contributing to their regeneration by providing the focus for services and facilities not just for their respective urban areas but also for the rural areas they serve. Directing development, especially to the market towns, may help to claw back lost services and facilities and help to make them more self contained and sustainable in their own right. Lowestoft is the most sustainable location followed by the four market towns, Beccles, Bungay, Halesworth and Southwold.

2.42 Development in all towns will be within the defined physical limits or on allocated land adjacent. The physical limits define the extent of the existing built up areas of the town. Development will need to take place in accordance with the Plan's policies. Development will also mainly take place on previously developed land or brownfield sites.

2.43 Not all new development will take place on previously developed land, as a legacy of permissions for development remain from greenfield sites in the previous Local Plan. Close attention will be paid to the design of new development so that issues such as privacy, amenity and community safety are given due consideration. Where development does take place in urban areas it will be in locations that reduce the need to use the car. Services and facilities should be within easy reach. Developer contributions and public investment will be directed to improvements aimed at making the living and working environment more attractive, creating spaces for people and giving priority to the pedestrian.

2.44 Outside the main towns, development will be more restrictive than in the past. There may be limited development opportunities in some larger villages with access to a good range of services and facilities. These "sustainable" villages, as defined by physical limits, include Barnby/North Cove, Blundeston, Corton, Holton, Kessingland, Reydon, Wrentham and Wangford. These villages have been identified based on an interpretation of Policy CS3(e) of the Structure Plan. Wrentham and Wangford lack primary schools but have been included based on the spare capacity in primary schools in surrounding villages. Blundeston does not have good journey to work public transport but this is considered to be outweighed by the proximity of the village to Lowestoft.



2.45 Outside these villages development will be treated as being in the open countryside where the policy is to protect the countryside for its own sake. Here, it is considered that any development is likely to generate commuting. The exception to this approach is where development is related to the needs of the rural economy.

2.46 The housing distribution strategy complies with the overall settlement strategy. It directs most new housing development primarily to Lowestoft. Beccles and Halesworth will make some contributions, but because of their environmental constraints, few, if any, allocations are made for Bungay and Southwold. A sequential approach will ensure that developers undertake an assessment of all such brownfield opportunities before greenfield sites are considered. On most sites, housing development will take place at

a higher density than previously.

LP1 Development will be concentrated within the physical limits of the main towns and villages listed below.

Preference will be given to the development of previously used land and buildings or vacant and under-used land.

**Lowestoft
Beccles
Halesworth
Bungay
Southwold
Barnby/North Cove
Blundeston
Corton
Holton
Kessingland
Reydon
Wangford
Wrentham**

Affordable housing

2.47 Recent rises in house prices have affected the ability of local people, on relatively low incomes, to enter the housing market. A Housing Needs Study identified an annual need for 635 affordable homes up to 2005. This level of demand greatly exceeds the level of supply likely to be available over the plan period. It also exceeds the Structure Plan requirement. Taken literally, it implies that all housebuilding could be taken up by affordable homes. Whilst this is clearly not achievable it very visibly demonstrates the scale of the problem. The Government is clearly looking to Local Planning Authorities to try and address this issue. The opportunities for achieving more affordable housing may also be reduced as the price of land rises and as the costs of redeveloping previously developed land are generally greater than for greenfield sites. Nevertheless, the planning strategy for addressing affordable housing is :-

- requiring developers to achieve a target of 30% affordable homes on all suitable sites;
- identifying the need, nature and type of affordable housing on all sites allocated in the plan;
- ensuring that affordable housing schemes achieve high quality, design and aesthetic appearance;
- on sites where affordable housing cannot be successfully achieved request developers to make contributions to off-site provision;
- make more effective use of the "exceptions" policy which permits affordable homes in rural areas, in locations where general needs housing would not be allowed.

Future Regeneration activity

2.48 Lowestoft experiences more social and economic problems than any other town in Suffolk. Since 1994 it has been the recipient of European and government funding aimed at regenerating the town and the community. Whilst this funding has achieved some success the scale of the problem is such that regeneration activity is likely to be concentrated on Lowestoft for the foreseeable future.

2.49 Current activity focuses on the Kirkley Ward in south Lowestoft. Much can be achieved in this ward and south Lowestoft in general through the use of the Single Regeneration Budget, Objective 2, other external funding and through the proposed construction of the South Lowestoft Relief Road and associated measures. A comprehensive regeneration strategy is already in place here which includes a range of economic, social and environmental improvements. The Local Plan allocates land at South Quay for mixed uses including retail as part of this strategy to assist in the regeneration of south Lowestoft and Lake Lothing. In addition, the Local Plan promotes regeneration through the concept of urban renaissance and achieving good quality development, balanced communities and mixed use

schemes.

2.50 Elsewhere in Lowestoft attention is focusing on the Harbour and Normanston Wards which exhibit many of the characteristics of Kirkley. Future attention also needs to be paid to areas in the Whitton, St Margarets and Gunton Wards.

2.51 The Lake Lothing area is the traditional industrial heartland of the town. Whilst the strategy for the area is to encourage more commercial uses at both the eastern and western ends, the core area will remain in industrial use. Investment in the South Quay scheme and through the South Lowestoft Relief Road and the related measures will provide a much needed boost of confidence and hopefully provide a basis for future investment in the area. The East of England Development Agency's study of Lake Lothing will provide a framework for public investment but this needs to be backed by a more detailed planning framework. The area is proposed for an Action Plan, which will provide this more detailed guidance for future development.

2.52 The need to address economic, social and environmental improvements is not confined to Lowestoft as every part of the District of Waveney has been recognised at either European or national levels as in need of regeneration. Community based regeneration strategies are already in place in Bungay, Halesworth and Beccles and these are likely to remain throughout the Plan period depending on the level of external funding that can be attracted. Each town has put its own interpretation on what it means by regeneration. In some cases, it is investment in tourism and the arts; elsewhere it is sports or community facilities and environmental improvements. Southwold has its own unique concerns and it will need to be debated whether a similar approach is appropriate here or whether these issues can be resolved through existing programmes, such as the Suffolk Local Transport Plan and the Suffolk Coast and Heaths Partnership.

2.53 As Kessingland falls within the shadow of Lowestoft, it probably does not receive the attention it deserves. It is within the Suffolk Rural Priority Area,

however, and it requires a comprehensive, community based approach to regeneration, as and when resources allow.

2.54 The particular settlement structure of the District means that, outside the towns, settlements are small in population and dispersed. These communities have already lost services and facilities. Attention needs to be focused on the links between these communities and the market towns so that they can also have access to good quality services. In particular the Blything and Wainford wards exhibit some economic and social problems, which demand future attention.

Ensuring vibrant town centres

2.55 The District's town centres are the focus not just for shopping but also entertainment and a wide range of services and facilities. The strategy of concentrating development in the towns will assist in retaining or preventing the loss of facilities. Town centres are regarded as the most sustainable location for many of these services as they are the most easily accessible by all sections of the community. Planning policies will direct most new retail development to the central areas or sites adjoining. In addition, other policies will direct major generators of traffic to consider central locations first. This overall approach will be backed by other regeneration programmes aimed at improving the environment of town centres particularly in Lowestoft, Beccles, Halesworth and Bungay. Planning policies will also protect district, local shopping areas and village shops.

Providing sustainable transport

2.56 The overall strategy of the Suffolk Local Transport Plan is to encourage a shift in transport mode by reducing reliance on the car and encouraging use of public transport, cycling and walking. The Local Plan policies and proposals help to promote this overall approach, particularly in terms of directing development to areas where there is good access to transport and services and facilities.

Protecting and improving our environment

2.57 Clearly many people value the quality of the environment in Waveney. Protecting this environment for future generations is a major element of the approach to sustainable development.

2.58 The Council is a partner in a programme of countryside management in the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and the western end of the Waveney Valley. We also work closely with the Broads Authority. The Local Plan gives protection to these designated landscapes and adjoining areas as well as a wealth of areas of wildlife importance. Biodiversity can also be promoted by planning policies through small scale projects in a range of developments. There is a need for us to gain a better understanding of the special qualities of the countryside outside of these areas for which a landscape appraisal is required.

2.59 Waveney is fortunate in having a wealth of listed buildings, of historic or architectural interest. In addition, the centres of the main towns and some of the villages are areas of historic importance. The Local Plan includes policies to preserve or enhance Conservation Areas and historic buildings. Preserving and finding new uses for these buildings can be a crucial element in the regeneration of the towns within Waveney.

Footnote: the named wards referred to in the text relate to the ward boundaries prior to the recent changes to political wards in 2002.



3. REGENERATION AND RENAISSANCE

3. Regeneration and Renaissance

3.1 Waveney lies at the easternmost part of Britain. This location has advantages and disadvantages. It may be relatively remote from the rest of the country but it is that bit closer to Europe. Visitors and residents value the quality of life of the area, the access to the sea, to the countryside and the Broads. Lowestoft, Kessingland and Southwold have some of the finest beaches in the country. Much of the coastal strip is valued for its wildlife importance. There is a ready supply of industrial land and a number of well established employers of national and international repute. The area provides a nucleus for the offshore industry and potentially for renewable energy. But, the whole of the District has suffered from industrial or agricultural decline. This has resulted in a structural change in the local economy with the loss of or a gradual reduction in traditional industries.

3.2 Over the last three decades, Lowestoft has suffered from a declining economy and structural change. A lot of manufacturing has been lost e.g. coach building and ship building. Other sectors have experienced a decline e.g. fishing and food processing. The employment base of the town is diverse. Manufacturing and the food processing industry remain important employers but they are still showing a gradual decline. The service sector has shown a gradual increase. Since 1995 the unemployment rate has remained higher than the averages for the UK, the Eastern Region and Suffolk.

3.3 The rural areas have also lost services and facilities, which have not been replaced. The location of the District in a peripheral area of both the country and the region is not helping the drive for new investment, the creation of jobs and local prosperity. The consequences of economic decline are compounded by a concentration of other social problems in some of the inner urban wards of Lowestoft.

3.4 The Government's Index of Multiple Deprivation (DTLR 2000) highlights the relative extent

of deprivation in Waveney and therefore gives an indication of the scale of the problem to be tackled. Waveney ranks 82nd most deprived District, behind Great Yarmouth which ranks 5th, out of a total of 354 districts. It also highlights the relative deprivation of wards within Waveney itself. Harbour and Kirkley are the most deprived followed by Normanston, St Margaret's, Whitton, Kessingland and Gunton, which are all above the Waveney average. Wainford is the most deprived rural ward.

3.5 Waveney's economic position is recognised by relevant agencies with every part of the District being designated for some form of Government or European funding. External funding is making a real difference, but the regeneration task is huge. It is anticipated that the area will require additional assistance, through external funding programmes, for some time to come. The aim will be to make the area an attractive proposition for commercial investment without public subsidy.

3.6 In revitalising the economy of Waveney, planning policies can help by ensuring we reflect the local distinctiveness of the area, in its towns, villages, landscape and links with the local population. Regeneration projects are already doing this, by developing a distinctive design style, for example, the 'gateway' concept in Kirkley, and the schemes in Bungay and Halesworth. Not only is this approach helping to provide an attractive environment and a sense of place but it is also providing a firm basis for future commercial revival. "Urban Renaissance" is therefore working in parallel with "Regeneration" to revitalise Waveney. This chapter sets out the context for these two themes and identifies the action that can be taken through the Local Plan.

Renaissance

Urban White Paper

3.7 The Government's White Paper, 'Our towns and cities: the future - delivering an urban renaissance', sets out a new vision for urban living. The government wants to see:-

- people shaping the future;
- people living in attractive well kept towns;
- good design and planning which makes it practical to live in a more environmentally sustainable way with less noise and traffic congestion;
- towns and cities being able to create and share prosperity and good quality services that meet the needs of people and business.

3.8 Good design and planning can help to create places that provide attractive homes, have good quality public spaces and allow easy access to local facilities by foot, cycle and public transport. The Government puts forward an approach to the development of urban areas which: -

- makes efficient use of available land;
- provides homes which are attractive and energy efficient;
- encourages well laid out urban areas with good quality buildings, well designed streets and good quality public open spaces;
- allows people to get to work easily and to services they need like shops, post offices, schools etc;
- makes good public transport viable and makes walking and cycling attractive.

By Design (May 2000)

3.9 “*Good design is essential if we are to produce attractive high quality sustainable places in which people want to live, work and relax. It is fundamental to our objective of urban renaissance.....There is a clamour for better designed places which inspire and can be cherished, places where vibrant communities can grow and prosper.....*” These are the opening sentences to ‘By Design’, a Department of Transport Local Government and the Regions guide towards achieving

better practice in urban design. It defines urban design as the art of making places for people. Good design can help to create lively places with distinctive character, streets and public places that are accessible, pleasant to use and on a human scale.

3.10 “By Design, Better Places to Live” (2001) takes this a stage further by examining the attributes that underlie well-designed, successful residential environments, through the use of specific case studies. As the companion guide to PPG3, it encourages the forging of closer links between planning and design, which will enable high quality, sustainable residential environments to be designed at higher densities. It emphasises that it is essential to encourage local people to be involved in planned developments in their communities at the design stage. Village and Town Design Statements, prepared as part of Parish Plans, can help to achieve this and their use is encouraged. Village and Town Design Statements can assist the planning process as Supplementary Planning Guidance. Where this is the case, they should first have been through a consultation process.

Planning Policy Guidance Note 1 (PPG 1) General Policy and Principles (1997)

3.11 PPG 1 General Policy and Principles (1997) reiterates this renewed emphasis in terms of good design. The Guidance makes the appearance of proposed development and its relationship to its surroundings a material consideration in determining planning applications. Good design should be the aim of all those involved in the development process. Through other PPGs, Local Planning Authorities and developers are encouraged to think imaginatively about designs and layouts which make the most efficient use of land, without compromising the quality of the environment. Development also needs to be sustainable in terms of promoting mixed use developments and encouraging the use of public transport, cycling and walking.

Regional Planning Guidance (November 2000)

3.12 Regional Planning Guidance Note 6 for East Anglia (RPG) sets out the vision of the region as one

where:-

- economic opportunities are maintained and improved;
- there is ever increasing social equity for all areas;
- the environment is protected and enhanced while the distinctiveness of each locality is maintained;
- natural resources are conserved.

3.13 In particular, the RPG makes urban renaissance one of its leading policies,

“The towns and cities of East Anglia should be maintained and enhanced so that they become more accessible and desirable living and working areas with strong economies which provide attractive environments and a high quality of urban life. Development plans and other strategies should include policies to protect and enhance urban areas and address local concentrations of urban deprivation and poor physical conditions. Such policies should include measures to :

- *ensure a high standard of urban design;*
- *preserve and enhance historic buildings and townscape;*
- *protect, enhance and extend urban open space;*
- *redevelop or bring back into effective use vacant and under-used sites;*
- *secure the improvement of the housing stock;*
- *co-ordinate the resources of different agencies to tackle poverty and social exclusion; and*
- *enhance community safety”.*

How the Local Plan achieves renaissance

3.14 The Local Plan can help to achieve the aims of urban renaissance and improved design through a

number of measures. The policies and proposals set out in this document focus development in the main urban areas and also aim to take maximum advantage of previously used land. Sustainable transport measures are also encouraged in all new development.

3.15 The Local Plan aims to promote good quality design. Design is a key aspect of the policies for controlling development. Developers will be expected to see design as an integral part of the development process. This means considering the relationship between buildings and spaces, reflecting local distinctiveness and creating a sense of place which is valued by local people and visitors alike. By good design we mean design that is fit for the purpose, sustainable, efficient, coherent, responsive to the context and attractive.

3.16 The Local Plan promotes mixed use developments to maximise the use of land and to encourage the provision of services in close proximity to reduce the need to travel.

3.17 Development guidelines have been prepared for each housing allocation. These set down the constraints to development, what is expected of developers in terms of contributions to open space, affordable housing and other works. They also include design guidance that takes account of the particular local circumstances of the site and its surroundings.

3.18 The Council will also promote Supplementary Planning Guidance on Sustainable Design. This will amplify development control policies dealing with the design aspects of development and energy conservation.

3.19 Another means of trying to link services and facilities and consequently reducing the need to travel, is by promoting a mix of uses on appropriate sites. This makes the most efficient use of previously used land. Such a mix of uses can add vitality and diversity, for example, by encouraging housing above shops. Mixing certain types of uses may not always be appropriate. A careful balance will need to be struck,

to avoid conflicting uses being located close together. The operation of the core development control policies are likely to determine the appropriateness of mixing uses in particular locations. There are some examples of mixed uses already in the town centres and it is intended that these should be retained.

R1 The Council wishes to encourage a mix of uses in locations which have good access by public transport, cycling and walking. Such locations will include town centres, district and local shopping centres.

The Council will consider proposals for mixed use development in terms of the appropriateness of the mix of uses proposed and the character of the surrounding area.

Existing mixed use development in these locations will be retained unless the proposed single use can be shown to have a beneficial effect on travel patterns and bring about a reduction in travel.

3.20 Several sites across the District have been allocated for mixed use development. Most of these have a housing element, so these sites also appear as housing allocations under Policy H1. Other mixed use sites not identified below, are identified under Policies S1, S2 and TM3.

R2 The following sites are allocated for mixed use development:

- 1. Former Oswalds Marina, Lowestoft (housing/tourism/library)**
- 2. Land to the south of Horn Hill, Lowestoft (housing/commercial/open space)**
- 3. Rear of Fair Close, Beccles (housing/commercial)**

4. Three Willows and Charlish Garage, Bungay (housing/garage industrial retail)

Regeneration

Regional Planning Guidance for East Anglia November 2000 (RPG6)

3.21 The RPG recognises the need to address marked differences in economic performance within the region. The priority areas for regeneration are concentrated in the inner urban areas and the more rural and peripheral north and east of the region. Lowestoft is recognised as being one of these areas. The guidance notes that these areas have an over-reliance on declining industries and experience higher unemployment and disparities in job opportunities and income.

3.22 The guidance considers that employment growth is likely to be faster in areas which have better access to wider markets. This may mean that parts of the region, such as the Cambridge area, continue to grow, whilst elsewhere significant disparities may remain. External funding and Government assistance however can help to overcome economic, social and environmental problems. The guidance encourages local authorities to promote the regeneration of these priority areas and through policies which, amongst other things, seek to ensure an adequate supply of industrial land, and to protect and enhance the environment, entertainment and retail facilities.

3.23 The region's rural areas, including Waveney, also suffer from problems of poor access to key services. In the more remote rural areas, the guidance promotes initiatives, which retain and broaden employment in sectors already important to those areas but not at the expense of undermining an attractive environment.

3.24 The guidance notes that Great Yarmouth and Lowestoft have attractive and historic town centres, but suffer from relatively high unemployment and concentrations of deprivation. This is reflected in the decline of traditional industries associated with the

ports. The guidance suggests that to some extent the perceived remoteness of the area will be reduced by the dualling of the A11 and upgrading of the A47. The Guidance sets out a policy for this sub-region,

“Great Yarmouth, Norfolk, Suffolk and Waveney Councils with the support of EEDA and other regional partners should continue to develop a vision for Great Yarmouth and Lowestoft which;

is based on an understanding of linkages between and the mutual roles of the towns and surrounding communities;

strengthens their economic base and makes the area more attractive to inward investment;

builds on the area’s accessibility to Europe including by the Great Yarmouth Outer Harbour project;

protects and enhances the attractive historic and natural environments;

achieves the redevelopment for an appropriate mix of uses of vacant land and under-used industrial and commercial sites;

and re-orientate the transport system towards an increasing emphasis on non-car modes.

The level of housing development should be sustainable in terms of local employment”.

3.25 In order to help determine a future role for the Lowestoft / Great Yarmouth sub region the local authorities, Go- East, the East of England Development Agency (EEDA) and the East of England Regional Assembly contributed towards the preparation of a sub-regional development framework (May 2003). Analysis of data for the Lowestoft and Great Yarmouth area indicated an overall decline in employment of 23% from 1991 to 2000. Future forecasts suggest that employment growth was relatively modest in comparison with other parts of the region.

The study recommended that the area should be identified as a Priority Area for Economic

Regeneration. The existing industrial sectors, especially tourism, food processing and port related industries should continue to be supported. It was considered however, that reliance on these sectors would be insufficient to generate further employment growth. The study therefore recommended developing new industrial sectors including the knowledge and environmental economies. The study also encouraged an urban renaissance of the two towns as well as the need to promote transport improvements on the key links into and within the area. The respective local authorities are currently investigating different methods of implementing the study's findings.

Objective 2 Local Area Framework

Both Lowestoft and Great Yarmouth already have the benefit of Assisted Area and EU Objective 2 status. Both towns work together to achieve economic development benefits for the sub-region. The East of England Development Agency and the Suffolk Development Agency Strategies all seek to give priority to this sub-region. The Council also considers economic regeneration a high priority. The Local Area Framework for the Lowestoft and Great Yarmouth area for Objective 2 purposes has the following aims:-

- *“addressing structural weaknesses including infrastructure protection and improvement of the environment;*
- *enabling the development and sustainability of a workforce for the 21st century with skills and abilities which will contribute to business growth and competitiveness;*
- *encouraging and supporting entrepreneurship and high growth business which provide sustainable benefits for the local economy and increased long term prosperity;*
- *contributing to the creation of communities that are self reliant engaged in the local economy and are confident in their abilities”.*

Suffolk Rural Priority Area (RPA)

3.26 The system of assisting economic and social development in Rural Priority Areas came to an end in March 2003. In the future, funding for rural areas will be channelled through the Suffolk Development Agency (SDA) and will be countywide. A key activity of the SDA is rural renaissance which has three main aims:-

- developing sustainable and vibrant communities;
- encouraging the sustainable growth of rural areas;
- creating rural delivery structures.

In relating budgets to these aims priority is to be given to activity that will contribute towards reducing the gap in productivity between the least well performing rural districts (Waveney is one) and the others and activity in support of integrated regeneration in market towns and rural hinterlands.

Waveney Economic Regeneration Strategy (2002–2005)

3.27 The current strategy sets out a strategic approach to the economic regeneration of the District. It amplifies the role of the Council's Key Result Area to promote the economic regeneration of the District and the development of a sustainable local economy. The main aims are,

- to ensure the supply of sites and premises is sufficient to meet the requirements of existing incoming and new firms
- to help to improve the competitiveness of local businesses and ensure adequate funds are available to support viable public and private sector projects that contribute to employment creation
- to ensure the District is effectively promoted as a location for industries in key sectors of the economy
- to maximise the benefits of European funding to Waveney and to strengthen economic links with Europe

- to introduce ways of increasing partnership and dialogue with the business community, particularly examining the effects of Council actions on the local economy
- to contribute to a sustainable local economy.

Lowestoft

3.28 In 1997 the Waveney Partnership, a joint initiative between the Council and Suffolk County Council agreed a Strategic Framework for Action that aimed to create an "outward looking town with an improving economic, social and physical environment". Within that overall framework, the comprehensive regeneration strategy for 2015 will create for Lowestoft :-

"A thriving diverse economic base which has good communications networks and which provides employment opportunities in the following sectors:-

- *port and logistic related industries;*
- *hi-tech businesses and other industries which are complementary to and can employ the skills found in the off shore industry such as alternative energy industries;*
- *high quality year round tourism retail and cultural industries.*

Local residents will be enabled through education training and employment initiatives to access these jobs and to establish their own businesses in these sectors.

Businesses will want to locate in the area and people will want to live and work in the town because of its high quality environment, good quality transport links, low levels of crime, unique cultural and leisure facilities, good quality market and social housing and good quality services including health and education services".

South Lowestoft

3.29 The Waveney Partnership's vision for South

Lowestoft states,

“the vision of south Lowestoft is to create an attractive and sustainable environment where people want to live work and enjoy their leisure, reversing the spiral of economic and social decline and replacing it with a comprehensive programme of regeneration including economic growth community development and environmental improvement”.

3.30 In 1999 developers put forward proposals for the redevelopment of land at South Quay, on the south side of Lake Lothing, close to the bascule bridge. This involved redevelopment of vacant, previously used land for retail and associated commercial and tourism purposes. The Council regarded this scheme as an opportunity to bring back vacant land to a useful purpose and to act as a catalyst for the regeneration of South Lowestoft as a whole. This proposal prompted both Waveney and Suffolk County Council to promote the South Lowestoft Relief Road. The road scheme was a longstanding proposal for the town but had only recently become the County Council's highest transport priority. The construction of the road and various associated measures are seen as a means of stimulating the much needed economic regeneration of London Road South, the seafront and the south side of Lake Lothing.

Outline Regeneration Strategy for South Lowestoft 1999

3.31 In 1999 the Waveney Partnership adopted an Outline Regeneration Strategy for south Lowestoft. The strategy was comprehensive in considering the need to:-

- regenerate the local economy,
- revitalise the local community,
- enhance and conserve the environment,
- develop integrated transport,
- promote varied tourism opportunities, and

- provide attractive shopping facilities.

3.32 The outline strategy was also backed by a development strategy for the Lake Lothing area. This tried to balance the need to retain land in industrial and employment use to cater for the potential long term growth in port related activity as against releasing industrial land for other related uses. The development strategy envisaged the introduction of retail, tourism and leisure uses at the eastern end of Lake Lothing towards the bascule bridge, retaining industrial uses in the central section and introducing residential uses at the western end towards Oulton Broad. This overall approach is generally acknowledged in appropriate policies and recognised by the designations on the proposals maps.

London Road South Regeneration Strategy September 2001

3.33 As part of an overall assessment of the District Nathaniel Lichfield and Partners were commissioned to consider the future role of retailing in London Road South against the background of the South Lowestoft Relief Road and the proposals for the South Quay area.



3.34 The study recommended changes to planning policies which have largely been incorporated in the appropriate shopping policies. In addition, the study also put forward suggestions for a comprehensive approach to environmental improvements, vacant premises and shop fronts, marketing and promotion, access and safety.

Regeneration Implementation Plan for South Lowestoft March 2002

3.35 This Implementation Plan develops the themes of the Outline Regeneration Strategy in its widest sense. It brings together proposals for implementation across the broad spectrum of regeneration which includes social, economic and environmental issues. It also includes proposals for community development taken from extensive community consultation and involvement. It incorporates the proposals for transport in south Lowestoft, which are set out in the Sustainable Transport chapter. The Strategy relies on a number of partners to ensure regeneration actually takes place in practice.

North Lowestoft

3.36 North Lowestoft has not had the same degree of attention in terms of regeneration initiatives as in the south of the town. This is partly because of the concentration of resources required to achieve effective action. In the north, particularly in Harbour and Normanston wards the level of deprivation is at least as great as in the south.

How the Local Plan assists regeneration

3.37 The regeneration needs of the District are wide ranging. The Local Plan can play its part in promoting regeneration through a number of areas. We have already seen the role to be played through promoting urban renaissance. In addition, it is the Local Plan through the control of development that promotes an attractive and distinctive environment and one that gives backing to the notion of a sustainable economy.

3.38 The Local Plan can promote balanced communities by, for example, trying to ensure that there is affordable housing for local people. It can promote development, particularly employment, in sustainable locations so reducing reliance on the car. The Local Plan can safeguard land for existing and future employment purposes and it can also provide a policy framework for investment in the future

infrastructure needs of the District. Based on an analysis of a range of social and economic data, the Local Plan can also identify where future regeneration activity needs to take place. It can provide overall guidelines for action. In particular, through the identification of Action Plans, the Local Plan can identify geographical areas, which deserve special attention in land use terms. The identification of these geographical areas should not detract from the need for Waveney-wide regeneration activity.

Proposed Action Plan

Lake Lothing Action Plan

3.39 The Lake Lothing area is the traditional industrial heartland of Lowestoft. Whilst the strategy for the area is to encourage more commercial uses in the areas adjacent to the bascule bridge and at Bridge Road in Oulton Broad, the core area will remain in industrial use. The hoped for investment in the South Lowestoft Relief Road will mean that the area is more readily accessible than in the past.

3.40 The single most important improvement to regenerate the Lake Lothing area is likely to come from the construction of the South Lowestoft Relief Road. This will provide direct access into the Lake Lothing area from the south and together with the associated measures will provide an easier access from the north across the bascule bridge.

3.41 The East of England Development Agency and other partners commissioned a study of the Lake Lothing area which reported in March 2003. The study considered the factors affecting the Lowestoft economy and the ability of the Lake Lothing area to harness potential growth sectors.

3.42 The study felt that offshore wind energy offered an area of significant growth in the region. In view of the existing expertise and skills in the offshore industry concentrated in the Lake Lothing area it was considered that it could provide a potential location for a wind energy cluster. The study put forward a development concept based on three zones:

- Gateway to Lowestoft - creating a sense of arrival to the town, concentrating on improving opportunities in the area around South Quay;
- Employment Clusters - building on occupier aspirations and regional initiatives including employment clusters around offshore wind energy and the electronics supply chain;
- Gateway to the Broads - reinforcing the link to Oulton Broad and creating a focus for maritime, tourism, leisure and recreation activity. The focus is on regenerating the waterside area for which a mix of uses is considered appropriate.

3.43 EEDA is currently considering the means of implementing the study's findings, which includes an Urban Regeneration Company. Depending on the outcome of these deliberations and taking into account other initiatives such as the Sunrise Scheme, it is proposed to undertake an Action Plan for Lake Lothing.

R3 An Action Plan will be prepared, for the Lake Lothing Area in Lowestoft with the following objectives:

- To provide a land use planning framework to help determine development proposals for future activities such as retail, leisure, tourism and residential development;
- To identify a programme of environmental improvements;
- To improve access for all modes of transport into the area. In particular, this will include pedestrian access to the waterfront.



Future Regeneration Activity

Kessingland

3.44 The settlement of Kessingland lies within the Suffolk Rural Priority Area. It has a population similar to that of Bungay and Halesworth, but it is not recognised as a market town. It has lost services, facilities and employment opportunities. It remains an important area for tourism, because of its access to the beach, the tourist accommodation sites and the Suffolk Wildlife Park. It is considered that Kessingland would benefit from a community based regeneration approach, similar to the initiatives undertaken in Bungay, Halesworth and Beccles. This would enable priorities to be identified to take advantage of funding opportunities whilst they are available.

Harbour/Normanston/ St Margarets and Whitton Wards, Lowestoft

3.45 These urban wards in Lowestoft experience some of the worst examples of deprivation within the District. They are characterised by high levels of unemployment, single parent families, low car ownership and household facilities. There is also a low level of educational achievement and a high proportion of people with health problems. A comprehensive approach is needed to tackle these issues which cross the social and economic divide. The Sure Start programme, aimed at providing facilities for pre-school age children, has begun to address some of these issues. Another initiative called Homezones within the Cambridge and Oxford Roads is also focusing on environmental improvements. A neighbourhood initiative approach in south Lowestoft

has helped to identify problems within the Whitton area. Opportunities also exist through the Local Transport Action Plan to bring forward environmental and traffic management schemes in these areas.

Beccles, Bungay and Halesworth

3.46 Bungay and Halesworth have benefited in the last few years from a community based approach to regeneration. Both areas fall within the Suffolk Rural Priority Area and have consequently had access to funding opportunities. In addition, the Bungay, Halesworth and South Elmham wards have had European funding through Objective 5b and recently Objective 2 transitional funding. In both towns there are now effective partnerships working with local groups and organisations.

3.47 Beccles was recently awarded funding under the Market Towns Initiative programme which is aimed at clawing back some of the services they have lost over the years. A partnership has only recently been established and it will take some years before the problems identified under the Market Town Healthcheck are successfully tackled.

3.48 It is likely that there will be a need to focus attention on the role of market towns for regeneration activity for some time to come. This is particularly important to Waveney where the geographical distribution of population is based on the market towns with limited population in the surrounding settlements and hamlets. This means that the main thrust of both land use and regeneration strategy is on retaining services in the towns and developing good links between the towns and the surrounding rural areas.

Wainford/Blything

3.49 The deprivation in the rural areas is less readily apparent. There has been a gradual erosion of services especially with the closure of village shops since the 1970s. The Suffolk Rural Priority Area (previously the Rural Development Area) occupies a greater part of the Waveney area outside Lowestoft and Beccles. Its main aim has been to address the

imbalance of services in rural areas. The area to which this designation applies will be reviewed during 2003. The Council will need to ensure that a case is made to retain a level of assistance to these areas, in particular, which have suffered through the loss of services and facilities.



4. DEVELOPMENT CONTROL

4. Development Control

4.1 There are a number of issues that are common to many types of development and consequently need to be taken into account when determining a wide range of planning applications. In order to ensure that a consistent approach is taken to these development control issues the following policies have been drawn together in one section. This approach also avoids repetition of criteria in other policies throughout this Plan. All proposals for development will be considered against the following policies as well as the more site specific or topic based policies in the theme chapters.

Objectives

- 1. To ensure that all proposals for development contribute to sustainable development.*
- 2. To ensure that all proposals for development protect and/or enhance the existing character and scale of the District's settlements.*

Neighbour Amenity

4.2 One of the primary aims of the planning system is to ensure that development provides an acceptable standard of amenity for the occupiers of the proposed development and does not result in significant harmful effects to surrounding uses. As such, all development proposals will be expected to have regard to the amenity of neighbouring uses and occupiers and the future occupiers of the proposed development.

DC1 Development proposals will only be permitted where:

There is no significant adverse impact on the amenity of neighbouring uses, or occupiers of the proposed development, in terms of overlooking, loss of privacy, loss of outlook, pollution, disturbance or loss of light; and

Adequate provision for the off-street parking of vehicles is retained or reasonable alternative provision is made.

Design

4.3 Improving the quality of design featured as a public concern in the early stages of consultation on the review of the Plan. Design is a material consideration in the planning process and improving design quality is a key theme throughout recent Government planning guidance, including:

- PPG 1 General Policy and Principles (February 1997) - Good design is seen as helping 'promote sustainable development; improve the quality of the existing environment; attract business and investment; and reinforce civic pride and a sense of place' (paragraph 15 PPG 1). The guidance also makes it clear that the design of significant proposals will need to take account of issues beyond the immediate vicinity, concerning context and how the proposal forms part of the wider settlement.
- PPG 3 Housing (March 2000) - High quality design is viewed as a key factor in achieving the best use of previously developed land and making higher density development acceptable to the public.

4.4 Government guidance is clear that planning authorities should reject poor design. More information on the design process, achieving a better standard of development and therefore avoiding poor design can be found in the government's discussion document 'By Design'. The Government has also been keen to promote an overall 'Urban Renaissance' within towns and cities, particularly the more central areas. The Government's vision is set out in 'Our Towns and Cities: The Future - Delivering an Urban Renaissance' (DETR, November 2000). The aim is to encourage people to live in these areas, as well as work and spend their leisure time. There are a number of themes within this vision where planning has a key role, these include:-

- promoting better design;
- building on the distinctiveness of particular areas;
- involving people in shaping their environment;
- re-using brownfield land;
- making better use of the available land, sites and buildings e.g. increasing the density of development;
- creating good quality public spaces which people feel safe to use;
- promoting mixed uses; and
- encouraging sustainable patterns of transport and good access to facilities.

4.5 These themes have been developed throughout this Plan.



4.6 The settlements within Waveney encompass a great variety of building types and forms and the quality of the built environment can make an important contribution to people's perceptions of the area. With the emphasis in this Plan on redeveloping sites within existing built-up areas, the importance of achieving design, which respects and enhances its setting is paramount. This should not be taken to mean that designs should just be copies or pastiches of existing architectural styles, as new and innovative design can be acceptable in many circumstances. The

main criteria against which proposals will be judged are set out in the policy below. Where appropriate, design should also take into account relevant guidance, including Supplementary Planning Guidance, such as 'The Suffolk Design Guide for Residential Areas'.

DC2 Development, including extensions, will only be permitted where the design is sympathetic to the site and its surroundings, particularly in terms of the principles set out in the Suffolk Design Guide, where they are applicable. Key design elements include:-

1. overall scale;
2. character;
3. layout (including the relationship between buildings and spaces);
4. site coverage;
5. height;
6. bulk/mass;
7. materials;
8. landscaping; and
9. the relationship to existing development.

The relationship to existing development covers both adjoining sites and, where relevant, the wider street scene or townscape, taking account of existing views.

Designs should also take account of the circulation of people and vehicles, avoiding a car dominated environment.

Community Safety

4.7 Good design is not only a matter of visual appeal, it also encompasses aspects of community safety and accessibility for all, which help improve the quality of life for residents, employees and visitors. Good design should allow for effective natural surveillance and supervision of public areas and encourage a sense of ownership. Consequently, where appropriate, public areas should be clearly visible from adjoining buildings and the design and landscaping should provide for clear sight lines on public routes (paths, cycleways etc.) and not create unnecessary concealed areas. Guidance on producing design which achieves these goals can be found in the Suffolk Constabulary Community Safety Unit publication 'Designing out Crime, Designing in Community Safety'. The Suffolk Constabulary will be consulted on appropriate planning applications. In some instances a Crime Pattern Analysis may be required. This will be undertaken by the Constabulary with a view to evaluating the level and type of crime in a particular area and assessing how this can be addressed through specific proposals.

DC3 Development will only be permitted where the design takes into account the need to provide for public safety and to deter crime and disorder. Particular attention should be paid to the layout of buildings, car-parking areas, landscaping, public spaces and highways, and the relationship between potentially conflicting uses.

Access for all

4.8 As far as is practical development should facilitate access for all people to undertake their everyday work and leisure activities. Consequently new development should be designed to avoid unnecessary barriers to mobility and to include positive measures to provide good access for all. Measures include: level or gently ramped approaches, flush thresholds, dropped kerbs, textured surfaces, tactile or audible signals etc. The Council recognises that in some circumstances in order to preserve and

enhance important aspects of the built heritage some of these measures will not be appropriate. The following Policy is designed to complement the Building Control Regulations, which already specify a number of standards for both public and residential buildings.

DC4 Development proposals will only be permitted where the development provides good access for all, including the integration of facilities for people with mobility impairments, appropriate to the proposed use and the characteristics of the development. This includes access to and within buildings, parking areas, public spaces and highways.



Efficient Use of Resources

4.9 Reducing the use of resources, specifically water and non-renewable energy sources, is a key to achieving sustainable development. There are a number of measures which can be included in new developments to help conserve energy and reduce resource use. Measures include: incorporating solar panels and other forms of renewable energy; the generation of energy from Combined Heat and Power (CHP), particularly where renewable sources of energy can be used; layouts which reduce wind chill and maximise the use of sunlight; planting of shelter belts, and provision for water recycling (using grey water). In particular, in order to meet national targets, development proposals will need to make adequate

arrangements for the provision of recycling in residential and employment development. The Council intends to publish Supplementary Planning Guidance on how these matters can be incorporated into development proposals. Such measures would be over and above any minimum requirements set out in Building Control regulations.

DC5 The Council will, wherever practical, require development proposals to incorporate measures to minimise water and energy consumption and to make provision for recycling waste.

4.10 Providing other policies in the Plan can be satisfied, the adaptation and reuse of existing buildings can be a positive means of reducing resource use. Developers should aim to ensure that levels of waste arising from development is minimised. Where new materials are used the Council will support the use of natural materials from sustainable sources or recycled materials wherever possible.



DC6 The Council will support the conversion and reuse of appropriate existing buildings as an alternative to redevelopment as a means of conserving resources. The Council will expect development proposals to incorporate the use of natural materials from sustainable sources or recycled materials wherever appropriate and practical.

Landscaping and Existing Features

4.11 Landscaping is a key factor in the overall quality of a completed development, helping integrate new development with its surroundings. Incorporating existing features such as trees and hedgerows can allow development to be more easily assimilated into its surroundings. Landscaping, both hard and soft, needs to be seen as an integral part of the development and not an afterthought. Both existing and new landscaping can also help contribute positively to the ecology/biodiversity of an area. The Local Planning authority will agree a programme of implementation and will attach appropriate conditions to planning permissions and/or negotiate S106 obligations, as appropriate.

DC7 Development will be permitted if it includes an appropriate landscaping scheme designed to reflect the local characteristics of the area and to integrate the development successfully into its surroundings.

4.12 Many sites proposed for development include existing natural and semi-natural features. Such features can be important for various reasons. Reasons include contributing to the visual appeal and character of the locality, their importance for local biodiversity and/or, in the case of features such as ponds and ditches, performing an important function in regulating the drainage of a site. In some cases an ecological and landscape assessment may be necessary which can provide for the proper management and retention of wildlife and natural features.

DC8 Development will not be permitted unless provision is made for the protection of existing natural and semi-natural features on site, including woodland, trees, hedgerows, ponds, streams, ditches, marshes and geological features, where it is important for these features to be retained.

Biodiversity

4.13 Policies relating to specific protected species and local and national wildlife designations are contained in the 'Protecting and Improving our Environment' Chapter. There is also a need to protect wider biodiversity as part of the development process. Biodiversity encompasses the variety of plant and animal species, plus groups of species which make up particular habitats. These help maintain a balanced environment at all levels, from local to global. As such protecting biodiversity is part of working towards sustainable development. A series of Biodiversity Action Plans have been developed at the national level and these have subsequently been supplemented by Local Biodiversity Action Plans at the Suffolk level.

DC 9 In addition to the protection of sites with international, national and/or local wildlife designations, development which could have a harmful effect on wildlife and geological features, including species and habitats identified in Biodiversity Action Plans, will not be permitted, unless suitable mitigating measures can be agreed.

Wherever possible development proposals should include the creation of new habitats, enhancement of existing habitats and/or creation of links between habitats.

Pollution Control

4.14 Pollution, whether noise, light or emissions to air, water or land, can have a severe detrimental impact on the quality of life for occupiers of adjoining sites, the wider community and the environment. Sources of pollution are numerous and can include industrial processes, traffic, or the noise generated by large groups of people, and can be made more problematic if they occur at anti-social times. Controls on pollution already exist under other areas of legislation, including the Environmental Protection Act 1990 and the Environment Act 1995, and it should not be necessary for the planning system to duplicate

these. Government planning advice, contained in PPG 23 Planning and Pollution Control (July 1994) and PPG 24 Planning and Noise (September 1994), recommends the separation of pollution generating development and pollution sensitive development in order to minimise future conflicts. Particularly sensitive uses include residential development, residential institutions (including hospitals), hotels, non-residential institutions (including healthcare facilities and schools), and statutory wildlife and landscape designations. The District Council will take into account the effects of air and light pollution and emissions to air, water and land when assessing development proposals. Sources of pollution include liquid discharges, smoke, gases, smell, fumes, dust, noise, vibration and light pollution, plus the related issues of vermin and litter. The Environment Agency should be consulted at the earliest possible opportunity on issues regarding the storage of oils, fuels or chemicals.

DC10 Development causing pollution which could result in a material adverse effect on neighbouring pollution sensitive uses, wildlife sites or landscapes, will not be permitted. Conversely, pollution sensitive developments will not be permitted where they could be materially adversely affected by existing or potentially polluting uses in the immediate vicinity.

Contaminated Land

4.15 The emphasis in this Plan on re-using previously developed sites means that the issue of development on potentially contaminated land has become more pertinent. Any development proposal on a site which is known to be contaminated, or where there are reasonable grounds to suggest that contamination is likely, will need to be accompanied by a detailed site investigation, risk assessment and, where appropriate, full details of how the contamination will be remediated to a standard suitable for the site's intended use. The primary role for dealing with issues of potential contamination lies with the District Council's Environmental Services

Team and the Environment Agency. Accordingly the District Council has adopted a Contaminated Land Strategy (July 2001) which details the Council's approach towards identifying potentially contaminated sites and the subsequent action that needs to be taken. Contaminated Land Legislation (Part IIA of the Environmental Protection Act, 1990) identifies specified receptors which should be safeguarded from the effects of contamination. The specified receptors are, people, ecosystems, buildings, animals, crops and controlled waters.

DC11 Development on contaminated land will only be permitted where effective mitigation of the contaminants can be achieved so that:

1. any specified receptors (i.e. people, ecosystems, buildings, animals and crops and controlled waters) are not exposed to unacceptable risks;

2. it does not cause or worsen contamination of adjoining land or sites.

Full details of the actual level of contamination and any mitigating measures will need to be submitted with any development proposals on potentially contaminated sites.

Hazardous Substances

4.16 A number of particularly corrosive, flammable, poisonous or otherwise dangerous materials are classified as hazardous substances. The Planning (Hazardous Substances) Act 1990 requires consent for the storage and use of certain substances above given levels. There are a number of hazardous substance sites within Waveney, as notified by the Health and Safety Executive (HSE). The intention is to limit the population at risk in the event of an accident. This affects both the siting of new hazardous substance installations and development in close proximity to existing notified sites. In both circumstances the Council will consult with the HSE.

DC12 Proposals concerning hazardous development and development in the vicinity of hazardous installations, will not be permitted where there is an unacceptable risk to the health, safety and amenity of the site users or people, buildings, ecosystems and water resources in general.

Protection of Water Resources and Sustainable Drainage

4.17 The availability of water resources in Eastern England, the driest region in the country, although not strictly a planning matter, has implications for development. As part of their recent Catchment Abstraction Management Strategy (CAMS), the Environment Agency would wish to see the water supply for new development to come from existing abstraction licenses. This could require a phased approach to development.

4.18 New development will invariably place demands on systems for water supply, drainage and sewage, with the last named system currently being the responsibility of Anglian Water. In some instances, in order to avoid pollution of water courses and to allow facilities to be upgraded, it will be necessary to phase the implementation of development in order to ensure that the necessary infrastructure is in place. This may be enforced through conditions on any permission granted or any associated S106 agreement.

DC13 Development will only be permitted where adequate provision has been made for it to be served by water supply, surface water drainage, sewage disposal and treatment facilities.

4.19 Increased surface water run-off from a development can affect both adjoining sites and more remote sites further downstream by increasing the risk of flooding. Run-off can also physically damage the river environment itself. Where possible the Council will encourage developers to utilise Sustainable Drainage Systems (SuDS), which are drainage systems

that avoid adding to flood risks by mimicking natural drainage processes and provide benefits for sustainability, water quality and amenity. Techniques include attenuation systems, to limit sudden changes in discharge and permeable surfaces and infiltration systems to allow managed soakaway. These can be particularly effective where there are substantial areas of hard surfacing, such as car parks. On larger sites, where sufficient land is available to enable the establishment of retention ponds and wetlands, semi-natural habitats can be established. The Council supports such an approach and Suffolk Wildlife Trust and the Environment Agency should be contacted at the start of the design stage to establish the best solution on a site by site basis. Culverting should be avoided. Consent for culverting works must be obtained from the Environment Agency and will not normally be granted except as a means of access. The adoption and long term maintenance of SuDS measures has been, despite widespread support for the approach, a stumbling block to implementation. In the case of residential development, the most practical solution would be to provide SuDS measures which would provide a semi-natural habitat. This could constitute part of the open space requirement from residential development under policy OS2 and would also be habitat creation, as promoted in policy DC9. As open space, the Council could then adopt the feature. It is important to note that the creation of such new habitats would not affect the requirement in DC8 to protect existing habitats. Further guidance on SuDS can be obtained from Construction Industry Research and Information Association (CIRIA) publications C522 (SuDS Design Manual) and C523 (SuDS Best Practice Manual) and from the Environment Agency.

DC14 Development which would significantly increase surface water run-off to the detriment of other sites and the river system will only be permitted where appropriate mitigation or alleviation measures, which will reduce the run-off to levels at or below the pre-existing rate, are provided.

Development will only be permitted where it incorporates Sustainable Urban Drainage Systems unless the developer can demonstrate that this is impractical.

4.20 Groundwater is an essential source of water for public supply, industry, agriculture and local ecosystems. Therefore there are a number of areas where drainage issues will be affected by the need for additional caution in order to minimise the risk of polluting groundwater sources. The Environment Agency has identified and mapped Source Protection Zones (SPZs). The most sensitive areas, SPZ1, are those in the immediate vicinity of abstraction boreholes. The Environment Agency recommend resisting particular types of development in SPZ1 areas, including landfill, waste disposal and septic tanks.

DC15 Development will not be permitted where there would be an unacceptably high risk of it polluting sources of groundwater.

Flood Risk

4.21 Avoiding development in areas at risk from flooding is important in safeguarding lives and property, particularly given the possible impacts of global climate change. The Government has recently provided planning guidance on this issue in PPG 25: Development and Flood Risk (July 2001). In accordance with this guidance, indicative areas at risk from flooding have been identified by the Environment Agency on a series of indicative floodplain maps. These cover areas at risk from a fluvial (river) event with an annual probability of 1% (i.e. a 1 in 100 year event) and a tidal event with an annual probability of 0.5% (i.e. a 1 in 200 year event). The Agency updates these maps annually in October and they are available to view on the Environment Agency website (www.environment-agency.gov.uk/flood). The Council will adopt the maps as Supplementary Planning Guidance.

4.22 The Council recognises that it is not feasible

to rule out all development within the areas identified as being at risk of flooding, particularly as they include existing, intensively developed areas within the District's main settlements. In some circumstances it will be possible to mitigate the risks in order to facilitate development. Possible mitigation measures include the provision and maintenance of new flood defences, using designs which resist flooding problems or allow much quicker recovery after flooding (flood proofing) and raising the land level above the floodplain. The nature of any measures will be dependent on the type of development proposed. For uses such as healthcare and emergency service provision it is not realistic for development to take place in flood risk areas, whereas less sensitive uses such as playing pitches may be relatively easily accommodated. Consequently the Council will require all development proposals in flood risk areas to be accompanied by a Flood Risk Assessment (FRA). As general advice the Environment Agency recommends against having any living accommodation at ground floor level in areas at risk from tidal flood event of 0.5% annual probability. For fluvial (river) flood events of 1% annual probability, the Agency normally recommends that internal floor levels are raised above the 1% flood level, with compensatory flood storage if required. Appendix F of PPG25 gives guidance for developers on the requirements for undertaking a FRA. Where works are required as a consequence of an FRA, conditions may be applied as any such works will be the responsibility of the developer.

DC16 Development proposals in areas identified as being at risk from flooding must be supported by a Flood Risk Assessment (FRA), of a level of detail appropriate to the scale and flood risk of the proposed development.

The Council will not permit development which is likely to be at risk from flooding or which would increase the risk of flooding elsewhere, unless the results of the FRA indicate to the satisfaction of the Environment Agency and/or the Council that, through

appropriate mitigation measures, the development can be built and occupied safely.

Planning Obligations

4.23 Development, particularly for more significant proposals, will impact on the wider infrastructure within the locality or settlement. This includes impact on the capacity of local schools, the need for community facilities, additional public transport and open space amongst others. The Suffolk local authorities have jointly produced and adopted Supplementary Planning Guidance on negotiating Section 106 agreements in conjunction with planning permissions. The Guidance sets out the types of facilities and services likely to be sought, relevant thresholds and scales of provision, and the protocol for liaison between local authorities in order to provide an efficient service to developers. Housing Guidelines in Appendix 2 set out the requirements for each of the allocated housing sites. In addition, development briefs may also be prepared which will provide more detailed guidance to assist in the development of particular sites.

DC17 Development will not be permitted where it imposes a burden on existing community facilities, essential infrastructure, services and other amenities unless there is a firm undertaking or agreement to make any necessary provision that is directly related to the proposed development.

Access

4.24 The majority of new development will, to some extent, require access to the existing transport network. Any new accesses will need to be constructed to a suitable standard so as not to compromise road safety. Additionally, the traffic generated by a new development should not overburden the existing transport network. Advice on standards can be found in the Suffolk Design Guide.

DC18 Development will only be permitted if the access provided does not compromise highway safety and the traffic generated by the development is capable of being accommodated on the surrounding transport network.

Accessibility



4.25 Most development will, to some extent, impact on the movement of people. As a part of achieving sustainable development one of the overall objectives of this Plan is to reduce the impact of transport on the environment. Consequently all development should, where appropriate, make provision for convenient access by pedestrians and cyclists as well as good links to/from public transport routes. In particular, developers will be expected to retain existing footpaths/cycle routes/bridleways or to make provision for their reinstatement in convenient locations. Access will be particularly important between homes, local services and facilities, employment areas and town centres. The Council recognises that in many cases the existing arrangements will be adequate and that it would be unreasonable to expect changes as part of minor proposals. More substantial development proposals will be required to demonstrate a more pro-active approach to reducing car borne traffic, as outlined in the Providing Sustainable Transport chapter.

DC19 Development will only be permitted where appropriate provision has been made for access to/from the site by non-car modes of transport.

Parking Standards

4.26 The amount of car parking provided can, in conjunction with other measures, influence the level of use of different transport modes. In particular it can help reduce the level of car borne traffic. However development proposals also need to ensure that parking provision is adequate so that on-street parking and related problems such as congestion do not have a negative impact on the amenity of surrounding areas. Advisory parking standards have been produced by Suffolk County Council and it is intended that these be adopted by all Suffolk local authorities.

DC20 Development will only be permitted if the number of vehicle (including cycle) parking spaces proposed is adequate in accordance with Suffolk Advisory Parking Standards, (as set out in Appendix 3).





5. PROVIDING HOMES FOR ALL

5. Providing Homes for All

Policy Guidance

Government Guidance

5.1 Relevant Government guidance is contained in PPG3 Housing (March 2000), Circular 06/98 Planning and Affordable Housing, PPG7 The Countryside - Environmental Quality and Economic and Social Development (as amended) (March 2001), PPG13 Transport (March 2001), PPG25 Development and Flood Risk (July 2001), PPG1 General Policy and Principles (February 1997) and Draft Planning Technical Advice for Development on Land Affected by Contamination (DTLR, February 2002).

5.2 Several other documents have also been published to support the implementation of the guidance. These include, By Design, Better Places to Live: A Companion Guide to PPG3 (DTLR September 2001).

Planning Policy Guidance 3 – Housing

5.3 PPG3 is the key national policy guidance document against which the Local Plan policies have been developed.

5.4 The Government objectives set down in PPG3 are as follows:

- everyone should have the opportunity of a decent home.
- there should be greater choice of housing.
- the housing needs of all in the community should be recognised, including those in need of affordable or special housing in both urban and rural areas.
- to promote more sustainable patterns of development and make better use of previously-developed land, the focus for additional housing should be existing towns and cities.

- new housing and residential environments should be well designed and should make a significant contribution to promoting urban renaissance and improving the quality of life.

5.5 Brownfield targets should be set in Local Plans based on an assessment of urban housing capacity. When allocating sites for housing in local plans a search sequence should be followed:

- 1. re-use of previously developed land and buildings in urban areas
- 2. urban extensions
- 3. new development around nodes in good transport corridors.

5.6 In deciding which sites to allocate their potential and suitability should be assessed against a list of criteria:

- availability of previously-developed sites and empty or underused buildings;
- location and accessibility to jobs, shops and services by modes other than the car and potential for improving accessibility;
- capacity of existing and potential infrastructure;
- ability to build communities;
- physical and environmental constraints on development of land.

5.7 The release of land should be managed to control the pattern and speed of growth, with the presumption that previously-developed sites are released first. Sufficient sites should be shown on the plan's proposals map to accommodate at least the first five years of housing development proposed in the plan. A windfall allowance should be made based on past trends and potential as assessed in the capacity study.

5.8 The creation of sustainable residential environments is encouraged:

- By linking development with public transport.
- Promoting mixed-use development.
- Greening the residential environment.
- Designing for quality through a shared vision with the local community.
- Making the best use of land through increased densities, particularly in accessible locations.
- Lower levels of off-street car parking - i.e. no more than 1.5 spaces per dwelling.
- Rejecting poor design; and
- Where development has to take place outside urban areas it should be planned as a community, including shops, employment and services.

Regional Planning Guidance for East Anglia (November 2000)

5.9 The Guidance reiterates some of the principles set out in PPG3 and sets a target of 50% of additional dwellings to be built on previously developed land or by the reuse of buildings. It requires the Structure Plans to set county targets.

5.10 The Regional Guidance identifies Lowestoft as a priority area for regeneration. It also states that a vision for Lowestoft and Great Yarmouth should continue to be developed and implemented, with the level of housing development being sustainable in terms of local employment growth.

Suffolk Structure Plan (June 2001)

5.11 The Structure Plan, proposes that 52,000 new homes should be built in Suffolk between 1996 and 2016, 6,700 of which should be in Waveney District. This equates to 335 homes per annum.

5.12 Policy CS3 states that most housing development will be located in or adjoining towns at a scale consistent with the potential for sustainable development at each town. The policy expects most

housing growth to take place at Ipswich and Bury St Edmunds, with a lesser role for Lowestoft, Stowmarket, Sudbury and Haverhill. The lesser role for Lowestoft is based on the continuing high rates of unemployment compared with the County average. There is also a recognition that the problems of Great Yarmouth are similar to Lowestoft and that future development needs in the area as a whole should be met in the most appropriate way.

5.13 Other towns and villages that may have potential for housing development are expected to have all of the following:

- primary school;
- good journey to work public transport service to a town;
- convenience goods shops;
- community, leisure and social facilities; and
- a variety of employment opportunities which have potential for further development.

5.14 To try to achieve a long term reduction in the proportion of all new housing being provided in villages it is expected that housing development in most villages not identified above will take the form of small scale infilling within the built-up area. It is expected that Local Plans should determine whether this part of the policy should apply to smaller settlements in which, by virtue of few or no local facilities, remoteness and poor public transport, additional housing development will be considered unsustainable.

5.15 Policy CS7 sets down the sequential approach to the allocation of land for housing:

- 1. Sites within built-up areas, in particular previously used sites.
- 2. Previously undeveloped sites immediately adjoining a built-up area.

5.16 The County propose that, by 2008, 50% of all homes being built in Suffolk should be on brownfield land.

5.17 The Structure Plan also proposes the release of allocations is phased across the Plan period and greenfield sites are only released after the brownfield sites, or if it is considered unlikely sufficient of the brownfield sites anticipated or allocated will come forward to ensure a 5 year supply of housing land.

Local Circumstances

Waveney Housing Strategy 2003 and Beyond

5.18 The "Housing Strategy 2003 and Beyond" seeks to address the significant housing difficulties that Waveney is experiencing. These include:

- Rapidly increasing house **price** rises
- Rapidly rising homelessness
- Lengthening social housing waiting list
- Poor quality of some private sector housing
- A need to invest heavily in council housing to meet the Government's "decent home" standard targets.

5.19 In order to meet these new challenges, the Strategy focuses on four objectives:

- Securing new affordable homes for people in greatest need
- Managing and maintaining its own homes to high standards
- Improving conditions in the private sector
- Ensuring that households have access to good quality housing and housing-related services

5.20 The strategy sets out a series of action plans by which to attain these objectives. These include:

- Regular analysis and understanding of the dynamics of local housing markets.
- Setting targets for the provision of affordable housing for the next 5 years
- Meeting the decent homes target by 2010 for council housing
- Implementing the Government's rent re-structuring proposals for council housing
- Developing new renewal and regeneration policies, including an empty homes strategy
- Developing a homelessness strategy which aims to dispense with the use of bed and breakfast accommodation by 2004
- Developing a range of housing and housing support for vulnerable people.

Waveney Housing Needs Study (2000)

5.21 A Housing Needs Study was completed in 2000. This considered the housing requirements for those defined as being in need within the District.

5.22 Of the existing households in Waveney seeking to move in the next 5 years the key findings are that:

- The main demand is for bungalows, followed by semi-detached and detached homes. Few are seeking flats or terraced houses. These results reflect the general findings of the Local Plan questionnaire and the Household Movement Survey.
- 72% want two or three bedroom accommodation. A further 19% want 4 or more rooms.
- Generally people want to own their own home.

- When asked where accommodation was required there was a preference for Lowestoft followed by Beccles. 78% of Lowestoft respondents identified Lowestoft as their first choice. This desire to stay in the same town reflects the findings of the Household Movement Survey (1998).

5.23 New or concealed households, i.e. those people, singles or couples, living within an existing household but wishing to move, make up 3.6% (1,780) of all households in Waveney (47% singles, 53% couples). Most of these households were in the 16 - 44 age group. For new or concealed households wishing to remain in the District the key findings are that:

- 61% would prefer small units of one and two bedrooms.
- 65% would prefer to own their own home.
- Only 1% are looking for shared ownership.
- 86% of potential renters could afford to pay no more than £60 per week.
- Half of the households had incomes below the national average of just over £20,000. The Halifax House Price survey revealed that any household with an income below £15,000 per annum would struggle financially to access the local housing market, depending on location.
- For those seeking to buy a dwelling, some 71% could not or would not pay a mortgage of more than £300 per month; 88% no more than £400.

5.24 The Housing Needs Study recommends that in order to address housing need, negotiations on suitable sites should seek to achieve a target of 30% subsidised affordable housing.

5.25 In addition, the Study highlighted the ageing population in the District, referring to the likely additional care and support needs and the future need for sheltered housing and bungalows in locations close to facilities. The potential demand for

sheltered housing in the District over the period to 2005 is 1,250 units, of which 735 are required in Council/Registered Social Landlord ownership and 515 in private sector sheltered housing.

5.26 In terms of special housing needs, 22.9% of households in Waveney contain someone with a disability, compared to the national average of 14%. Sixty-three percent of people with a disability in Waveney are over the age of 60. The nature of the disabilities include those who use wheelchairs or have walking difficulties, those with mental health problems, learning difficulties, visual/hearing impairment and other physical disabilities. The largest group affected by a disability are those with a walking difficulty, affecting around 12% of all households in the District. Less than 10% of properties in the District have been built or adapted to meet the needs of a disabled person. With respect to wheelchair users, a mismatch was highlighted between houses adapted and those where wheelchair users live, with 1,120 wheelchair user households (79%) not living in suitably adapted premises.

Household Movement Survey (November 1998)

5.27 The main objective of the Household Movement Survey was to get a better understanding of where the households who were moving into properties in the District were coming from and why. The results revealed that of the households that had moved into a property in Waveney between April 1997 and March 1998, most households had only moved a short distance. 70% had moved within the District, with a further 10% moving from adjoining districts. 54% of all moves were from and to properties within the same town. These percentages were similar to the 1991 Census.

5.28 Of those moving from further afield (i.e. from outside Norfolk, Suffolk and Cambridgeshire) the most common origins were London, the South East and the Midlands.

5.29 The links between household moves and employment were relatively weak. Households were most likely to cite environmental reasons or reasons

relating to friends and family as their motives for moving. Of those households that had stated they were moving for a new job, the majority classified themselves as professional or managerial.

5.30 Retirement was cited as a reason in 16% of all moves, by 29.3% of the households that had moved from outside the District and by over 40% of those moving from London and the South East.

Questionnaire Response

5.31 Over 85% of respondents were happy with the property they lived in and their neighbourhood. Most people were happy with their property primarily due to its location. Of those unhappy, character and design was the main reason cited. Those happy with their neighbourhood cited 'distance to facilities', 'peace and quiet', 'having good neighbours' and the general 'character and appearance' of the area. Of those who were unhappy with their neighbourhood, Lowestoft town centre (26%), Kirkley (21%) and Roman Hill/central Lowestoft (20%) areas scored the highest percentages. Social problems associated with neighbours and others nearby were the main reasons given, followed by unattractive/poor environment, traffic problems and crime.

5.32 In terms of the important considerations that would determine the location of any future home, 87% stated a feeling of safety/security to be important, followed by attractive appearance, ease of getting to shops and generous spacing between properties.

5.33 Most respondents were in support of new homes being built on previously developed land as opposed to greenfield sites. Many of these (over 60%) also said they would be prepared to live in a home built on a brownfield site, despite the likely higher density nature of the development.

5.34 When asked where greenfield development should take place, if needed, Lowestoft was the most popular location. The second most popular location was Beccles followed closely by the other market towns. Few people suggest development in the

villages but of those that did the larger villages such as Wrentham and Kessingland, were identified in preference to the smaller ones.

5.35 In terms of the type of housing required within their neighbourhood, affordable housing was the most frequently mentioned, followed by no further housing and thirdly, bungalows. Need for sheltered housing was also significant. Few indicated they wanted more flats and terraced houses.

Issues Report Response

5.36 There was generally strong support for the main aspects of Government and Structure Plan policy. Most respondents agreed with the approach of concentrating development in towns and specifically on previously developed land but not to the detriment of the villages. If development was to take place in villages, most respondents generally agreed that further housing, including affordable housing, should be directed to villages with a reasonable range of services. There was concern that where land was allocated for housing it should take account of the capacity of services and facilities e.g. schools and medical services, and be linked to good public transport and employment opportunities. There was particular concern about the density of new development. A small majority think high density is inappropriate in Waveney. However, indications were that it may be achieved where the development is well designed.

Urban Capacity Study (August 2002)

5.37 Urban capacity studies are now at the centre of the planning for housing process, and form the basis of the sequential approach to the allocation of sites for housing and their managed release. An urban capacity study involves an evaluation of the potential for housing development on previously developed land and the re-use of buildings. The Suffolk Local Planning Authorities have developed a methodology for carrying out urban capacity studies, based on the DETR Good Practice Guide, Tapping the Potential – Assessing Urban Housing Capacity: towards better practice (2000).

5.38 An evaluation of the potential in the towns and larger villages in Waveney has been carried out using this methodology. The results indicate a 'realistic' potential for 1817 dwellings on 235 sites across the District to the year 2016. Almost 60% of the potential dwellings, on 35% of the sites, are in Lowestoft. 14% of the capacity is in Beccles and most of the remaining capacity is fairly evenly split between Bungay, Halesworth and Southwold including Reydon. There are few opportunities for additional housing in the villages. The three main sources of capacity are 'sites in existing use with known potential', 'previously developed vacant and derelict land', followed by 'intensification' sites (primarily infill plots).

Existing Housing Stock

5.39 The number of homes in the District as of 1 April 2002 was estimated to be 52,316 of which:

Private Sector	45,040
Local Authority	5,161
Registered Social Landlords	2,115



5.40 As of April 2002 there were 5161 local authority dwellings in the District as opposed to 5669 in 1995. Over the past 8 years 508 local authority dwellings have been sold, with 200 sales taking place in the past two years. The number of housing association dwellings has increased from 1506 in 1995 to 2115 in 2002 showing an increase of 609. These figures demonstrate how households are being assisted into home ownership through council house sales but at the expense of retaining a supply of affordable housing for rent, with housing associations struggling to fill the gap.

Objectives

- 1. To identify sufficient housing land to meet the needs of the District identified by the Structure Plan within the plan period and to monitor and manage the release of land to ensure that at any time a five year supply is maintained.*
- 2. To contribute towards a sustainable pattern of development by focusing new housing on previously developed land in the towns and larger villages, fully integrated and well related to existing or proposed services, facilities, jobs and public transport.*
- 3. To provide an appropriate range of type and size of houses to meet the requirements of the population including smaller households, single, elderly, disabled people.*
- 4. To enable the provision of affordable housing.*

The Housing Distribution Strategy

5.41 The future distribution of housing within the District will be governed by a combination of the Structure Plan framework, the supply of previously developed land as identified through an assessment of Urban Housing Capacity in the towns and larger villages, the need to provide housing choice and to create settlements and neighbourhoods where housing, services, facilities and employment are, as far as is practicable, integrated.

5.42 This context points to most development taking place in Lowestoft as the largest town in the District and having a commensurate range of services and facilities, employment, public transport and opportunities for development on previously developed land. The market towns, having the role of service centres for the surrounding villages and rural areas, will be expected to accommodate some additional housing.

5.43 Development in villages will be focused primarily on the larger villages which approximate to

the requirements for a sustainable village set out in the Structure Plan policy CS3, in terms of having a primary school, services and facilities, employment opportunities and journey to work public transport. These villages include Kessingland, Reydon, Barnby/North Cove, Corton, Holton, Blundeston, Wangford and Wrentham. Wangford and Wrentham, whilst not having primary schools are included based on the other criteria and because there are other primary schools in the locality with spare capacity. 'Physical limits' define the boundaries of these settlements. Within these 'limits' infill or small groups of dwellings on previously developed land will usually be acceptable subject to the appropriate Local Plan policies. Outside these villages a more restrictive approach to development will be taken that allows for infill development only. Specific exceptions to this approach could include barn conversions, agricultural workers dwellings and affordable housing.

5.44 The following housing distribution strategy has therefore been adopted :-

- Most additional housing in Lowestoft;
- Modest additional housing in Beccles and Halesworth;
- Little, if any, further housing in Bungay; and Southwold;
- Some small scale development in the larger villages with a range of services and facilities and access to public transport.
- Infill development only elsewhere.

Policies and Proposals

The Provision of New Housing Land

5.45 The Structure Plan makes an allowance of 6700 dwellings to be provided in the District as a whole in the period 1996-2016, equating to the completion of an average of 335 dwellings each year. In order to meet this requirement, the amount of land needed for new housing development will be provided in three ways as follows:

- 1. existing commitments;
- 2. windfall developments;
- 3. new housing allocations.

5.46 In addition the number of dwellings constructed in the period 1996-2002 and the number of dwellings under construction have to be taken into account.

Existing Commitments

5.47 Existing commitments include land with planning permission and dwellings under construction. The figure for land with planning permission set out in Table 1 has been reduced by 5% to take account of the likely non-implementation of permissions.

5.48 As of March 2002, the previous Local Plan included land allocated for 595 dwellings which did not have planning permission. In the past most of these would have been carried forward into a revised local plan as existing commitments. However, in line with PPG3 requirements, these sites have been reassessed to see if they comply with the sequential test, rather than automatically rolling them forward as existing commitments into this Plan. They have also been reassessed in the light of the proposed distribution of housing in the District and up-to-date policy guidance including PPG3 guidance on density. As a consequence, the allocations in the villages have not been carried forward. Only three sites, Woods Meadow, Sands Lane, Oulton, part of the allocation south of Bloodmoor, Carlton Colville and Dairy Farm, Halesworth have been re-allocated.

Windfall Sites

5.49 Windfall sites are those sites not identified in the Plan (as either commitments or allocations) but which unexpectedly become available. They are generally defined as small developments of less than 10 dwellings. Infill plots and conversions 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. PPG3 requires

that a windfall allowance should only be made for previously developed land, not greenfield sites.

5.50 An analysis of past windfall trends reveals that most windfall development has tended to take place in the Lowestoft, Beccles and Bungay areas. Completions have dropped significantly since the early 1990s but in the past 3-5 years have still averaged over 160 per annum. These figures are still well above the windfall allowance of 100 per annum in the previous Local Plan. This can be partly explained by recently implemented consents granted in Bungay when it was not covered by a Local Plan and by the More Homes and a Better Environment approach adopted on some major allocated sites in Lowestoft. This involved the negotiation of additional housing on land not allocated in the Local Plan, as a means of achieving larger open spaces and other community benefits. These developments also happen to be greenfield sites and closer analysis reveals that windfall completions on previously developed land have been slightly below 100 per annum, bringing the continuation of this rate into question. However, planning permissions for windfall sites for the past two years have averaged approximately 250 dwellings per year, with an average of 180 each year on previously developed land. Also, figures for the number of dwellings under construction, as of the end of March 2002, reveal that 165 windfall dwellings were being built and 135 of these were on previously developed land. These suggest that a windfall allowance of 100 dwellings per annum is still achievable. Should this not be the case, the 'plan, monitor and manage' approach being taken by this Council to the provision of land for housing will respond accordingly via the phasing of sites or other appropriate measures to bring forward previously developed land.

Proposed New Housing Provision

5.51 The table below sets out the land availability position, the windfall allowance and how many new houses are allocated in this Local Plan.

Table 1 Proposed New Housing Provision

Structure Plan Requirement (number of dwelling units required mid 1996 – mid 2016)			6700
Dwellings completed mid 1996 – end of March 2003		2509	
Dwellings with planning permission	1112		
Less 5%	-56	1056	
Dwellings under construction		496	
Windfall allowance (100 completions pa end of March 2003-2016 (13 years)		1300	
Local Plan Allocations		1391	
Total number of housing units (deduct from Structure Plan Requirement)		6752	-6752
Estimated over provision			52

Sequential Approach to Housing Location

5.52 The emphasis of government, regional and Structure Plan guidance is on the release of previously developed land before greenfield sites. A sequential approach as set out in Structure Plan Policy CS7 will therefore be taken to new allocations and windfall sites. This means priority will be given to previously developed land and buildings in the towns, followed by greenfield urban extensions. Some development will also be appropriate in the larger villages with a range of services and facilities with the priority on the reuse of land and buildings.

5.53 In both towns and larger villages there may also be areas of vacant or underused land that, for example, have been protected in the past for other types of development but have not been implemented. The release of these sites, within the sequential approach, has been assessed against the sustainability considerations of releasing greenfield sites on the edge of the built up area. Any windfall site will need to be considered against the sequential approach and other policies in the Plan. A site being previously developed is not justification in itself for the granting of planning permission.

5.54 The Regional Planning Guidance and Suffolk Structure Plan propose that by 2008 50% of all homes built should be on previously developed land. In the past few years Waveney has not performed well in terms of the percentage of housing built on previously developed land. The average percentage over the past 5 years was 26%, although the most recent figure for 2001/02 was 22%. This has been largely due to the amount of housing development required by the Structure Plan in the past and the consequent need to allocate large areas of greenfield land to accommodate it. As the housing market became more buoyant in the late 1990s the rate of development on these greenfield sites accelerated. Some of these sites are still under construction and it will be difficult to increase the percentage of homes built on previously developed land until such time as they are complete. This is demonstrated by the housing commitments figures (sites allocated in Local Plans, sites with planning permission or under construction). As of March 2002 only 20% are on previously developed land.

5.55 Taking into account all the opportunities for building and delivering on previously developed land, it is estimated that the District will be able to deliver around 50% of its total housing requirement from this source.

New Housing Allocations and Managing the Release of Sites

Table 2 Future Housing Completions on Previously Developed Land (PDL) (2003-2016)

Existing Commitments on PDL	458
Windfall allowance on PDL (2003-2016)	1300
Allocations on PDL	571
Total on PDL	2329
Total commitments, windfall allowance and allocations	4243
% on PDL	55

The figure for allocations includes over provision of 52 dwellings.

5.56 The Structure Plan requires the completion of

335 dwellings in Waveney District each year. In accordance with Government advice, sufficient land will be identified for development in the local plan to ensure the provision of at least a 5 year supply of land and the situation will be kept under review. This means that at any one time the total number of dwellings with planning permission and under construction needs to be at least 1675.



5.57 A phased approach is to be taken to the release of sites for housing. This approach will seek to ensure that the maximum use of previously developed land is made for new housing ahead of greenfield development and that the housing requirement and the strategy for the distribution of housing is being achieved.

5.58 The approach to the allocation and phasing of sites is based on a combination of key factors such as:

- the housing distribution strategy;
- the need to follow the sequential approach to housing development and maximise the use of previously developed land ahead of greenfield land;
- the supply of previously developed land and its viability;
- environmental, regeneration and infrastructure issues, including accessibility;

- the sequential approach to flood risk (as set down in Planning Policy Guidance Note 25);
- the priorities in meeting the need for affordable housing; and
- the rate that new development can be assimilated into the local community.

5.59 In order to focus development on the previously developed sites, only one of the greenfield sites allocated under Policy H1 will be permitted to be commenced before 2006. Land to the west of Ullswater, Bloodmoor is the last part of the comprehensive development of the Bloodmoor estate, including contributions to community facilities and open space. As such, and as a relatively small site it is considered appropriate for early development. As far as the other greenfield sites are concerned only preventing commencement of development until 2006 is acknowledgement that some of the previously developed sites identified for housing and mixed use are unlikely to come forward within the next 10 years. More time is likely to be required to address site constraints, such as landownership and access e.g. land south of Horn Hill and the West end of Lake Lothing, both in Lowestoft. All major greenfield sites identified are in Lowestoft. This is a reflection of the

limited supply of previously developed land in the town and the need to ensure that sufficient land is available in Lowestoft in accordance with the housing distribution strategy.

5.60 The rate of development and land availability situation will be continually monitored and an annual land availability statement will be published each year setting down the latest position. Subject to the results of this monitoring, any necessary changes to the phasing of the sites allocated will be made public and be achieved through the preparation of Supplementary Planning Guidance. The circumstances that could lead to a change in phasing would include a substantial windfall application that the Council may consider appropriate to approve in the light of the settlement strategy or increased uncertainty over the release of a site on previously developed land. Hence a change in phasing could be in terms of delaying or bringing forward greenfield sites.

H1 The following sites are identified for future housing development. The development of any site listed below will not be permitted to commence before the date specified unless monitoring of the rate of development and land availability reveals that a change in the timing of the release of a site is justified in order to ensure that the housing requirement will be met.

<u>Ref</u>	<u>Location</u>	<u>Area (Ha)</u>	<u>Estimated No. of Dwellings</u>	<u>No. on PDL</u>	<u>No. on Greenfield land</u>	<u>Approx Density</u>
H1.1	Pope's Garage, Bridge Road, Oulton Broad	0.44	18	18	0	41/ha
H1.2	Land to the west of Ullswater, Bloodmoor, Carlton Colville	2.80	80	0	80	29/ha
H1.3	Depot adjacent to 89 Ellough Road, Beccles	1.91	57	57	0	30/ha
H1.4	Rear of 30-40 Banham Road, Beccles	0.13	6	6	0	46/ha

T8.2	Former Railway Land, George Westwood Way, Beccles	0.17	10	10	0	59/ha
H1.5	Telephone Exchange, Bungay	0.26	8	8	0	31/ha
H1.6	Excelsior House, Norwich Road, Halesworth	0.13	6	6	0	46/ha
H1.7	Ridgeons, Halesworth	0.84	32	32	0	38/ha
H1.8	Beddingfield Crescent, Halesworth	0.56	12	12	0	21/ha
H1.9	Dairy Farm, Halesworth	1.2	58	58	0	48/ha
H1.10	Hillfield, Reydon	0.70	26	26	0	37/ha
H1.11	St Margarets Court, Reydon	0.57	37	37	0	65/ha
<u>Mixed Use Sites</u>						
R2.1	Former Oswalds Marina, Lowestoft (Housing/Tourism)	0.6	50	50	0	100/ha
R2.2	Land to the south of Horn Hill, Lowestoft (Housing/Commercial, Open Space)	3.17	30	30	0	60/ha
TM3	West end of Lake Lothing, Lowestoft (Housing/Tourism)	4.33	113	113	0	67/ha
R2.3	Rear of Fair Close, Beccles (Housing/Commercial)	0.89	33	33	0	37/ha
R2.4	Three Willows and Charlish Garage, Bungay (Housing/Garage incl retail)	0.54	15	15	0	35/ha
<u>Not permitted to commence before September 2004</u>						
H1.13	Woods Meadow, Sands Lane, Oulton – Phase 1	2	60	60	0	30/ha
<u>Not permitted to commence before April 2006</u>						
H1.13	Woods Meadow, Sands Lane, Oulton – Phase 2	10.5	315		315	30/ha
<u>Not permitted to commence before April 2011</u>						
H1.13	Woods Meadow, Sands Lane, Oulton – Phase 3	14.1	425	0	425	30/ha
	Total		1391	571	820	

5.61 Housing Guidelines for each of the allocated sites are set out in Appendix 2. Developers will be expected to carry out flood risk assessments for sites likely to be at risk from flooding.

Woods Meadow, Oulton

5.62 The Woods Meadow allocation was identified in the previous local plan and has been reviewed in accordance with PPG3. It is being reallocated in view of the shortfall in previously developed land to accommodate the housing requirement and as the most sustainable urban extension of Lowestoft, in terms of its location, accessibility and the comprehensive approach taken to planning for a community. Negotiations on this site have been taking place for many years based on the principles of the 'More Homes and a Better Environment' approach as put forward by the New Homes Environmental Group. This approach proposes a more positive use of the planning system, by allowing more land to be developed than is strictly necessary to encourage the creation of a better quality residential environment. A draft Development Brief prepared in 1993 has formed the basis for negotiation. Further negotiations will need to take into account up to date guidance and policies including, for instance, those for affordable housing and education facilities. A transport assessment (TA) is also required for the proposal.

5.63 The re-allocation of this 19 hectare site takes into account the need for a minimum density of 30 dwellings per hectare. This increases the number of dwellings from 470 to 564. In terms of the additional developable area, previously intended to be secured for housing through negotiation, the majority of this is now also allocated (7.6 hectares), to ensure an adequate supply of land across the plan period. This will provide an additional 236 dwellings at a minimum density of 30 dwellings per hectare, giving a total of 800 for the whole site. The whole area, including the proposed 20 hectare country park comprises the allocation with a view to achieving a comprehensive and sustainable urban extension. By limiting the overall number of dwellings to a

developable area of approximately 26.6 hectares it is expected that the country park, proposed school, community facilities, shop site and green and landscaped areas can be better integrated with the residential areas than previously proposed.

5.64 The comprehensive development of this largely greenfield area has considerable planning advantages in terms of creating a sustainable residential neighbourhood:

1. close proximity to Lowestoft town centre;
2. the ability to provide neighbourhood shopping;
3. the opportunity to develop pedestrian, cycle and equestrian routes providing, as appropriate, links to the countryside, existing residential areas, existing and future employment areas and the town centre;
4. the opportunity to provide for public transport links through the development and to the town centre;
5. provision for a primary school and community facilities, located within safe and close proximity of the community they serve;
6. the provision of a county park (on a former landfill site);
7. the redevelopment of an area of previously developed land;
8. the site can make significant contribution towards meeting the need for affordable housing, distributed in small groups throughout the site;
9. the opportunity to create a high quality residential environment and a mixed and balanced community.

5.65 In accordance with PPG3 Housing and Structure Plan policy CS7, this site should not prejudice the release of previously developed land

allocations. As such, the development will be developed in three phases across the plan period, with 60 dwellings on the former Fat and Bone works to be permitted to commence September 2004. The second phase of 315 dwellings not permitted to commence before April 2006 and the third phase of 425 not permitted to commence before April 2011.

H2 Housing Allocation H1.13

53 hectares of land is identified to the north of Sands Lane, Oulton for the comprehensive development of a sustainable urban extension to Lowestoft. Of this gross site area, approximately 26.6 ha of land is expected to be developed for approximately 800 houses, in three phases, as set out in Policy H1. The general framework and principles for the development of this area are set out in the draft Development Brief for the area (1993).

As part of a Section 106 agreement the developers of the site will be expected to provide for the following:

- 1. land, contributions, construction and laying out of a 20 hectare country park**
- 2. land and contributions for a community centre**
- 3. land of at least 1000sqm and buildings for a neighbourhood shopping area**
- 4. land of not less than 1.62ha and contributions for a new primary school**
- 5. provision of and contributions to play areas**
- 6. off-site highway works required by the highway authority**

7. the phased completion of the Lime Avenue to Dunston Drive main internal link road

Housing Design

5.66 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. PPG3 states that high quality design is a key factor in achieving the best use of previously developed land and making high density development acceptable to the public. Government guidance is also clear that planning authorities should reject poor design. Design issues that need to be considered in all forms of development, including housing, are addressed by policies in the Development Control Chapter and in particular Policy DC2.

5.67 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 has published its own Residential Design Guidelines (October 1997) as a complement to the Suffolk Design Guide. This document will be revised in the light of PPG3 and to cover other issues highlighted in the Development Control Chapter such as measures to minimise water and energy consumption, landscaping and community safety. Elements of the Council's Residential Design Guidance intended to be carried forward into any revised document, and not covered elsewhere in the Plan, are set out below.

5.68 As a guide, within new housing development a garden area of approximately 60 sqm is considered necessary to allow for children's play space and to provide amenity space (see also para 5.72). For flats, the amount and type of amenity space required will depend on the size and type of accommodation, and its occupancy. As a guide, 30 sqm per flat should normally be provided.

5.69 With respect to securing personal privacy in residential layouts, it is essential to prevent the

overlooking of areas of private garden, usually immediately to 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.

5.70 The spacing between dwellings, particularly on sites appropriate for detached or semi detached properties, is important if a reasonable street scene is to be achieved which avoids creating a cramped appearance and 'terracing' effect. Therefore, as a guide, a distance of 2 metres between two storey properties and side boundaries will be expected.

5.71 In addition to the above, the results of the Housing Needs Study clearly indicate the need to increase the proportion of properties designed to accessible standards, as a means of providing greater opportunities for people to retain their independence and reduce expenditure on costly adaptations. Part M of the Building Regulations were extended in 1998 to make all new homes more accessible and convenient. In response, in 1999, the Joseph Rowntree Foundation published a Guide on designing Lifetime Homes. These standards are designed to make homes even more adaptable to long-term needs. Therefore as part of a comprehensive approach to design and the creation of mixed and balanced communities, the Council will encourage the provision of 'Lifetime Homes' in all appropriate housing developments.

5.72 Whilst the guidelines set down above will be used to assist in the negotiation of housing layout it is important that they do not undermine innovative design solutions, particularly for higher density proposals on previously developed land. Application of the guidelines do not in themselves produce good design. The Council will seek to negotiate high quality housing developments and layouts, including for affordable housing. This should include a comprehensive approach to design, not just of the building itself but the spaces between and around buildings and the integration of the development with its surroundings, including access to services and

facilities. Wherever possible measures to minimise water and energy consumption should also be included.

5.73 With respect to affordable housing, it will not be acceptable to design it to a lower specification. In the interests of creating mixed, balanced and integrated communities it is important that the design of dwellings does not differ purely based on tenure. A continuity of design features and materials regardless of tenure will be sought. For similar reasons, the affordable housing element of larger housing schemes should be not all be located in one part of any development. As a general rule, subject to individual site considerations, affordable housing should be dispersed within any development, into groups not exceeding 5-10 dwellings.

Density

5.74 In PPG3 the Government advises local authorities to encourage housing development that makes efficient use of land and avoid developments of less than 30 dwellings per hectare net. Net site density includes only those areas which will be developed for housing and directly associated uses. It therefore excludes major distributor roads, primary schools, open space serving a wider area and significant landscape buffer strips. Therefore a minimum density of 30 dwellings per hectare net will be required for all new residential developments, including the renewal of planning permissions when they lapse, unless the character of the area or site characteristics strongly dictate otherwise. Exceptions could include proposals in the older low density residential areas where the character of an area may be seriously eroded through higher densities (see subdivisions Policy H7 and backland Policy H8), where the settlement pattern suggests frontage development on a site of considerable depth, or where trees, natural features and habitats need to be retained or additional provision made. Greater intensity of development will be sought at places with good public transport accessibility such as town centres. In these types of locations it may be appropriate to reduce car parking or amenity standards in order to increase densities.

- H3** Within the physical limits of a town or village, planning permission will only be granted if the net density of residential development has maximised the use of land, particularly in the most accessible locations, and is at least 30 dwellings per hectare, unless the character of the area or site characteristics strongly dictate otherwise.



Types of housing

5.75 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 to meet different housing needs. Further guidance on these types of housing provision is set out below.

- H4** Planning permission for residential development will not be permitted unless an appropriate range of types and sizes of dwellings are provided to cater for the needs of different types of household, including smaller households, single, elderly and disabled people.

Special Needs Housing

5.76 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.

Sheltered Housing

5.77 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. More recently the demand has increased for very sheltered housing, which has a greater element of care. This trend is likely to continue given the ageing population of the District. As most residents of sheltered, very 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).

5.78 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 5.68.

Affordable Housing

5.79 House prices in Waveney have risen significantly over the past two to three years. The rise has recently slowed but there is little sign of a levelling off. Average household incomes remain low and unemployment in the District is still relatively high. The increase in house prices has therefore

exacerbated the ability of households to enter the housing market. Addressing the lack of affordable housing is a complex issue, that needs to be tackled from several directions and at different levels. The planning system has a role to play.

5.80 The need for affordable housing is a material consideration when determining planning applications for housing. For the purposes of the Local Plan affordable housing is defined as:

‘housing that is provided, with subsidy, for people who are unable to resolve their housing needs in the local private sector market because of the relationship between housing costs and incomes.’ (Housing Needs Survey, 2000)

5.81 The types of affordable housing which comply with this definition are:

- units for rent (the main group),
- shared ownership where control of the ‘equity discount’ can be retained in perpetuity,
- subsidised low cost homes for sale where the discount can be retained in perpetuity.

5.82 Government guidance does not allow for housing sites to be allocated purely for affordable housing. However, affordable housing can be secured through negotiation with developers as part of a larger site. It can also be achieved as an exception to normal planning policies in rural areas, provided it is justified on the grounds of an identified local housing need.

5.83 The Waveney Housing Needs Study 2000 identified an annual need for 635 affordable homes over the period 2000 - 2005. This annual requirement far exceeds what can realistically be delivered, taking into account past and proposed building rates. It would also not be economically deliverable or sustainable in terms of balanced communities. Therefore the Study recommends that a level of 30% of subsidised affordable housing is required, based on all large mixed tenure sites with permission for housing (allocations, windfall sites and

renewals of permission).

5.84 Circular 6/98 advises that suitable sites on which to seek affordable housing should be sites for 25 or more dwellings or residential sites of 1 ha. or more, unless exceptional local circumstances dictate. The Urban Capacity Study results indicate that of all the housing sites with potential to come forward over the plan period, only 5% are likely to have a capacity of 25 or more units and 8% could have a capacity of 15 or more. 90% of sites will probably yield less than 10 units. Different site size threshold options for the towns and villages have been considered against different percentage levels of affordable housing to ascertain the potential number of affordable units that could be achieved over the Plan period. It was concluded that the 30% level of subsidised affordable housing on suitable sites should not be increased, given the need to ensure mixed and balanced communities. However, evidence clearly indicates that, if housing need is to be addressed to any extent in Waveney District, the threshold number of dwellings above which affordable housing is negotiated should be as low as 3 units in the towns and larger villages, as defined with physical limits. At a threshold of 25 dwellings approximately 251 affordable units could be achieved, whereas at 3 dwellings as many as 425. In addition the greenfield allocations could provide the opportunity to secure approximately 250 additional affordable units. These figures are probably over optimistic in that some sites, in terms of their characteristics, location and viability, may not be suitable for on-site affordable housing and may require a contribution to off-site provision instead, or may require a reduced proportion. There may also be circumstances where other planning objectives, such as the need for contributions to education facilities, may need to take priority over the provision of an element of affordable housing. Notwithstanding this, it is possible to set an aspirational target for the provision of subsidised affordable units of approximately 650 dwellings over the period, 2002 to 2016, or 46 per annum.



5.85 The Government definition of affordable housing includes low cost market housing. However, in Waveney, because of low incomes, for those in housing need even the cheapest market housing can not be considered affordable. The Study revealed that access to home ownership is beyond the reach of a third of the concealed households identified in the survey. The cheapest dwellings in the District are terraces but there are considerable variations in the price across the District. In the Southwold area, for example, the average price of a terrace in early 2002 was almost three times that of the average price in central Lowestoft. Only housing for rent, owned by a Registered Social Landlord (RSL) is likely to address local housing need in most areas. The Housing Needs Study revealed only a small demand for shared equity housing but this type of housing could make an increasing contribution to local housing need. Likewise, subsidised low cost homes for sale could increase the range of affordable housing available and assist into home ownership those households with incomes just below levels needed to purchase the cheapest market housing.



5.86 In addition to the need for subsidised affordable housing, the Study identified a need for the provision of 225 unsubsidised low cost market housing units to 2005, to address the requirements of households with income levels just adequate to access the housing market. The provision of these dwellings will be negotiated across the District.

5.87 Appendix 2 sets down development guidelines for each of the allocated housing sites, including the amount and type of affordable housing that will be sought. In the interests of achieving mixed and balanced communities and integrating affordable housing into a larger scheme, on the larger sites it will be necessary to distribute the affordable housing throughout the development in small groups of no more than 5-10 dwellings. It will also be important that the quality, design and aesthetic appearance of affordable housing is high and blends into the overall development of any site. Opportunities should also be taken to produce innovative designs that maximise energy efficiency and recycling initiatives, as required by policies in the Development Control chapter.

H5 Planning permission will only be granted for residential development on sites for 3 or more dwellings, which provide an element of affordable housing to meet local needs. The Council will seek to ensure that 30% of homes on these sites are affordable, although higher or lower percentages may be agreed in the light of factors such as proximity to local services; access to public transport; the particular costs associated with the development; and whether or not the provision of affordable housing would prejudice other planning objectives warranting greater priority in the particular case.

Housing within Towns and Larger Villages

5.88 Physical limits have been defined for Lowestoft, the market towns and larger villages with access to a range of services, facilities and employment opportunities. These settlements are

considered to be the most sustainable in the District in terms of their range of services and facilities and access to employment opportunities. Within these limits further development, whether for residential, commercial or community use is acceptable in principle.

5.89 In addition to the housing proposals identified in Policy H1, there are likely to be other opportunities for residential development within the settlements with physical limits. These will include both 'infill' sites and larger 'consolidation' sites. The policy seeks to focus development on previously developed sites within the built up area, as opposed to green areas which have amenity or wildlife value. Examples of such important green areas include Bonds Meadow in Lowestoft, Kilbrack in Beccles, Fair Meadow and the area around Bigod Castle in Bungay and the various greens within Southwold. Together with Policy H7 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 as set out in the relevant policies of the Plan.

H6 **Proposals for residential development within the physical limits of the towns and larger villages will be permitted provided that:**

1. the proposal is for development or conversion of previously developed land or buildings;
2. the proposal would not involve the loss or damage of a site of ecological or amenity value.



Redevelopment of Larger Properties and Private Gardens

5.90 Particular parts of 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.

H7 **Redevelopment or subdivision of larger house plots or gardens which would adversely affect the character and amenities of existing residential areas will not be permitted.**

Backland Development

5.91 The development of under-utilised land or long gardens to the rear of existing properties are opportunities for making more efficient use of land. However, such development requires careful and comprehensive planning. The subdivision of the garden of a single house will rarely be acceptable. 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.

5.92 It will be necessary to ensure 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.

5.93 Retention of privacy and amenity of adjoining residents will be of particular importance. 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.

H8 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 sensitive relationship to the existing settlement pattern will also be required.

Flats above shops

5.94 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 smaller households. The Urban Capacity Study results indicated that there is untapped potential, in and around all the town centres in the District. Conversions to flats can also assist in regenerating areas. By bringing people back into town centres to live, the vibrancy and community safety of an area can be improved. As part of this approach Policy S7 will resist the change of use of residential accommodation to non-residential uses outside the office areas (Policy S6) within Lowestoft Town Centre. In certain circumstances planning permission is not required for the conversion of

floorspace above a shop. Where permission is required, important considerations will be the impact of the proposal on neighbouring family housing, or of adjacent uses on the residential accommodation proposed.

H9 Conversion of accommodation above shops and commercial premises to self-contained flats will be permitted subject to impact on adjoining family housing or of adjacent uses on the proposed accommodation.

Conversion of Properties to Residential Use

5.95 The conversion of commercial properties and subdivision of existing larger houses can provide opportunities for increasing the housing choice in the District, particularly to meet the needs of the smaller household. The Urban Capacity Study indicated that there are likely to be further opportunities for commercial conversions in Lowestoft and residential subdivisions in Lowestoft, Beccles and Bungay.

5.96 Over the past few years the Council has been making considerable efforts to improve the standard of accommodation provided through conversions. This has been achieved by encouraging fully self-contained, as opposed to non-self contained accommodation (or houses in multiple occupation - HMOs). For the purposes of the Local Plan, an HMO is defined as a house or flat which is occupied by people who do not form a single household and share facilities (bathroom and/or kitchen facilities).

5.97 Self-contained flats (e.g. separate bedroom/living room, bathroom, kitchen and exclusive entrance door either internally or externally) also 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 continue to promote the provision of self-contained flats and will only permit the conversion to HMO or bedsits in exceptional circumstances.

5.98 The extent to which properties are converted

to residential use needs to be balanced against the need to retain family housing, preserve residential amenity and regeneration objectives. Whether a residential property is considered acceptable for conversion will depend on size, unsuitability for continued family occupation or long established use. Acceptable areas for conversions are likely to be close to town centres or services and facilities, or within mixed use areas.

H10 Planning permission will be granted for conversion of existing buildings to fully self-contained accommodation in the following circumstances:

- 1. the property is located in a commercial, mixed use or other areas close to services and facilities;**
- 2. residential properties are above average size (i.e. above 120sqm original gross floor space and include at least five bedrooms), no longer suited to family occupation or have a long established use (i.e. 10 years or more) as an HMO/flats;**
- 3. the saturation figure for the street 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.

5.99 Certain parts of Lowestoft have been subject to pressure for conversions which has resulted in high levels of subdivided properties. 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. There is

also a need to maintain a supply of above average sized properties for larger families. As a result no further conversions to flats will be allowed in Lyndhurst Road, part of Denmark Road, Cleveland Road/Grosvenor Road/Windsor Road, and part of London Road South. The point at which saturation occurs will vary according to the characteristics of the street, although as a general guide saturation is likely to have been reached when the number of properties converted to flats in any one street reaches 20% of the total number of properties. In south Lowestoft, steps have been taken, as part of the regeneration of the Kirkley area, to redress the balance through housing associations converting properties back to family housing. In applying Policy H11 consideration will be given to the need to encourage balanced communities through the provision of a mix of dwellings.

5.100 There will also be other streets which, in the opinion of the Local Planning Authority, saturation levels are exceeded. This can equally apply to the market towns as Lowestoft. In these streets further conversions to flats will also be resisted.

H11 No further conversions to self contained flats / HMOs will be permitted in streets where saturation levels are exceeded; currently including Lyndhurst Road, part of Denmark Road, Cleveland Road, Grosvenor Road, Windsor Road and part of London Road South (all in Lowestoft).

Nursing and Residential Care Homes

5.101 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 Waveney Primary Care Trust 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.

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

H12 Proposals for new or extensions to existing sheltered housing schemes, nursing homes and residential care homes will be permitted 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. 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 H11 where the District Council is seeking to retain family housing.**

Infill Development outside the towns and villages with physical limits

5.103 In accordance with Government guidance, the housing distribution strategy (set out in paragraphs 5.41 – 5.44) seeks to focus most new residential development, in the most sustainable towns and larger villages i.e. those with access to a range of services, facilities and employment opportunities, thereby reducing the need to travel by car. Outside these towns and villages, which have

been defined with 'physical limits', development will be more strictly controlled, to protect the character of the rural landscape and the countryside for its own sake. Isolated new houses in the countryside require special justification and proposals will be assessed against Policy H14. Affordable housing abutting 'physical limits' to villages may also be acceptable as an exception to existing policies (Policy H16).

5.104 In small villages or clusters of houses development will be limited to infilling only. Infilling is defined as the filling of a small undeveloped plot in an otherwise built-up and primarily residential frontage (ie usually a group of at least six properties). A small undeveloped plot is one which could be filled by one or two dwellings, where the plot sizes and spacing between dwellings is similar to adjacent properties and thereby respects the rural character and street scene of the locality. If the plot could accommodate more than two reasonable sized dwellings, its development could not be defined as infilling and development would be assessed against Policy H14 which seeks to resist unnecessary development in the open countryside. Likewise, the extension of frontage development into the open countryside i.e. ribbon development, would also be assessed against this policy.

5.105 Even where a gap is small, it must not be assumed that permission will be given. 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. 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.

5.106 There are a number of settlements within the District 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.

H13 Outside the settlements with physical limits, residential development will not be acceptable, except where it constitutes the infilling of a small gap in an otherwise built up frontage by one or two dwellings. The proposed dwelling or dwellings should reflect and be in keeping with the design and character of the existing street scene.

New housing in the Countryside

5.107 New development will be guided to the towns and larger villages with access to a range of services, facilities and employment opportunities, i.e. those with defined physical limits, thereby reducing the need to travel by car. Within smaller settlements and clusters of housing, infill development may be acceptable (See Policy H13). Outside these areas where development may be acceptable, it is necessary to apply strict controls over new development. The character of the rural landscape would otherwise quickly change and result in the loss of countryside, which should be protected for its own sake. This equally applies to proposals to extend residential curtilages onto adjacent land. These types of applications will be assessed in a similar way to proposals for housing development. Exceptions to this overall approach may include affordable housing (Policy H16), agricultural workers dwellings and the conversion of traditional buildings (Policy E7).

5.108 Like other people working in rural areas, agricultural workers normally 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.

H14 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.

Replacement Dwellings in the Countryside

5.109 Many dwellings in the traditional style are characteristic features of the rural areas, which the Council is keen to retain. The stock of smaller properties in the countryside contribute to providing a range of types and sizes of properties and hence more mixed and balanced rural communities. The smaller properties can provide a source of cheaper housing, particularly for first time buyers who wish to remain in the locality. Therefore, to protect the character of the countryside and the stock of smaller rural properties, replacement dwellings will only be acceptable where a modest change in the character or size of the property is proposed. The extent of change to the character and size of properties will need to be considered on an individual basis, taking into account impact on the landscape, character of the area, residential amenity and existing accommodation provided. Subject to the extent to which the volume of the existing dwelling house is increased, in order to control further extensions that may impact on the landscape and rural character of an area, a condition will be imposed to remove the permitted development rights to extend the resulting dwelling.

5.110 In line with the presumption against new dwellings in the countryside, proposals to replace a property should not increase the number of units.

H15 Proposals for the replacement of an existing dwelling in the countryside with a new dwelling will be permitted provided that it involves only modest change in the size or appearance of the

building and does not increase the number of dwelling units.

Rural Exceptions Policy for Affordable Housing

5.111 As demonstrated through the Housing Needs Study 2000, and current local evidence, the operation of a free market in land and housing, coupled with low incomes, has priced many potential house buyers out of the market. There is also limited rented or shared equity housing with the result that local people may have to move away from the community in which they have always lived. This is particularly the case in the rural parts of the District which are attractive to commuters or retired people. PPG3 encourages local authorities to include a 'rural exception policy' in their plans, in circumstances where a housing needs study identifies a need for affordable housing that cannot otherwise be met by means of provision in the Plan. There is a clear indication of the need for additional measures to assist in meeting the shortfall in the provision of affordable housing across the District.

5.112 PPG3 therefore enables local planning authorities to grant planning permission for land within or adjoining existing villages which would not normally be released for housing, in order to provide affordable housing to meet local needs in perpetuity. These 'rural exceptions' sites can provide a small but important source of affordable housing in rural areas and are regarded as additional to the provision of housing to meet the general needs identified by the Structure Plan. The Local Planning Authority will expect the local need to be substantiated by way of comprehensive household surveys. Controls restricting the occupancy of dwellings to those of local need will normally be made by means of a Section 106 Agreement between a Registered Social Landlord and the Local Planning Authority.

5.113 Proposals should be well related to existing developments, be acceptable on highway grounds and should not have an excessive impact on the immediate environment. It is also of importance that the style and character of such housing should be in keeping with its surrounding, and particularly with local building styles.

5.114 In order to minimise car journeys and avoid situations of rural isolation, affordable housing will not be permitted where the proposed site is remote from services and facilities. Any proposed site should fall within or abut a village with defined physical limits.

H16 In the countryside, planning permission will only be granted for affordable housing where the site is within or abuts a village with physical limits, is not significantly intrusive in the landscape and the housing would meet an identified local housing need.

Re-use of Existing Buildings in the Countryside

5.115 The re-use of existing buildings in the countryside for residential use is considered to be a last resort. It will be necessary for applicants to firstly demonstrate that a commercial re-use of the building is not possible. The building also needs to be considered worth protecting and well related to existing development. It will also be necessary to ensure that the conversion requires minimal alteration to the building and the creation of a residential curtilage does not have a harmful effect on the character of the countryside. Policy E7 of the Revitalising the Economy chapter covers this issue.

Extensions to Dwellings

5.116 Houses need to be adaptable to meet the changing requirements of family life and home owners. An extension may be the only way many households can afford to secure the accommodation they need. 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. Pitched roofs not only improve the appearance of an extension but are usually less costly to maintain than flat roofs. The completed appearance of any extension should be subsidiary to the original dwelling. 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.

5.117 In the countryside, the stock of smaller properties contribute to providing a range of types and sizes of properties and hence more mixed and balanced rural communities. The smaller properties can provide a source of cheaper housing, particularly for first time buyers who wish to remain in the locality. However, extending these properties excessively can reduce this supply. Dwellings in the countryside are also often isolated in the landscape. It is essential, therefore, that proposed extensions to properties in the countryside are of a scale and design compatible with the dwelling and the character of the area. Therefore, in the interests of retaining a range of types and sizes of dwellings in the countryside and in particular the stock of smaller dwellings, of protecting the character and appearance of the original dwelling and minimising its intrusiveness in the landscape, proposals that involve a substantial increase in the volume of a dwelling will not normally be acceptable. For the purposes of this policy, substantial will usually mean more than a 35% (approx. one third) increase in the volume (measured externally) of the dwelling as of 1974 or the original dwelling if built later. 1974 is the base date that will normally be used for assessing volume, as fuller records have been available since Local Government reorganisation in that year.

H17 Applications to extend dwellings will be permitted where proposals :-

- 1. are in keeping with the character, size and design of the original 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. retain adequate provision for the parking of cars;**
- 6. are not visually intrusive in the landscape;**
- 7. do not result in a substantial increase in the size of a dwelling in the countryside.**

Mobile Homes

5.118 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 community safety.

H18 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.

Stopping places for Travelling Showpeople

5.119 Department of Environment Circular 22/91 encourages Local 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 Local 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 travellers alike.

Provision of Travellers Sites

5.120 A traveller transit site, with capacity for approximately 20 caravans, located adjacent to the roundabout at the northern end of the Kessingland Bypass opened in 1994.

5.121 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 travellers. However Local Authorities continue to have discretionary powers to provide sites under the Caravan Sites and Control of Development Act 1960.

5.122 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.

5.123 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 travellers and travelling showpeople.

H19 Temporary or emergency stopping places for travellers and travelling showpeople will be permitted 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.

H20 Proposals for travellers sites will be permitted provided that the site:

1. is not located within the AONB, SLA, strategic gaps or other protected areas;
2. is not intrusive in the landscape;
3. is located in close proximity to the primary route network and within a reasonable distance of local facilities and services;
4. will not have a significantly adverse effect on residential amenity;
5. avoids the best and most versatile agricultural land;
6. is provided with adequate site amenities and services.



6. Revitalising the Economy

6.1 Revitalising the economy of the District is fundamental to the regeneration of Waveney. In land use terms this means providing enough land for future development and putting forward an appropriate planning policy framework to promote employment generating uses but in a way which minimises the impact on the environment. We have grouped together in this chapter three key aspects of revitalisation dealing with industry, shopping and tourism.

(1) Industry and Employment Policy Guidance

6.2 Government guidance relevant to the policies in this section includes PPG4 "Industrial and Commercial Development and Small Firms" (Nov 1992), PPG7 "The Countryside: Environmental Quality and Economic and Social Development" (March 2001) and PPG 13 "Transport" (March 2001).

- PPG4 emphasises the need for development plans to take account of both the locational demands of business and wider environmental objectives. The guidance encourages new development in locations which reduce the need to travel, can be served by more energy efficient modes of transport and where it would not add unacceptably to congestion.
- PPG7 states that the guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. Building in the open countryside, away from existing settlements or from areas allocated for development, should be strictly controlled. The guidance also states that Local Planning Authorities should take a positive approach to farm diversification proposals as a means of achieving a competitive and sustainable agricultural industry, with a preference for the reuse of good quality existing buildings.

- PPG13 states that a key objective is to ensure that jobs, shopping, leisure and services are highly accessible by public transport, cycling and on foot. Mixed use developments are promoted in terms of their vitality and diversity. Developments likely to generate substantial freight movements should be located away from congested central and residential areas. Local Planning Authorities are advised to adopt a plan led approach to identifying preferred sites for business (B1) and office use and take a flexible approach to the use of residential properties for home working consistent with the need to protect the environment.

Suffolk Structure Plan (June 2001)

6.3 The Suffolk Structure Plan (June 2001) guides new employment primarily to allocated areas in the towns with good accessibility. Districts are expected to ensure a readily available supply of developable land in a variety of locations, scales and types, to enable an immediate response to the needs of businesses. The use of employment land for non-employment purposes is protected under certain circumstances and small scale employment uses are supported in urban and rural areas, through the reuse of existing buildings and development on unallocated sites in towns and on sites in or closely related to villages.

East of England Development Agency (EEDA)

6.4 Regional Development Agencies now provide the channel for Government funding to the regions. EEDA's strategy "Moving Forward" was published in October 1999. EEDA's vision is, "to make the East of England a world class economy, renowned for its knowledge base, creativity and enterprise of its people and the quality of life of all who live and work here". Amongst its priorities are: -

- | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">▪ targeting regional funds to areas of greatest need▪ building and sustaining market town initiatives and enhancing the quality of the urban and rural environment. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

6.5 EEDA funding is supporting the Single Regeneration Budget programme and the Rural Priority Areas. In addition, in Lowestoft EEDA has played a major role in redeveloping land at Riverside Road alongside Lake Lothing. EEDA funding has recently been secured for the Halesworth Connections scheme and the Lowestoft Town Centre improvements.

Local Circumstances

Key Result Areas

6.6 The Council identifies Regeneration and the Environment as one of its Key Result Areas. Clearly this makes it a major priority for the Council as a whole and sets a context for planning policy.

Economic Regeneration Strategy 2002–05

6.7 The Waveney strategy relates closely to the Suffolk Development Agency strategy in terms of strengthening the economy of the District with particular emphasis on manufacturing, information and communication technology, and port and distribution sectors. The emphasis is also on partnership working, sustainable business development and securing European funding. The District currently benefits from Objective 2 (Lowestoft) and Objective 2 transitional funding/SRB (Bungay, Halesworth and South Elmham wards), SRB for Kirkley, Assisted Area Status tier 2 for Lowestoft, Kessingland and Lothingland wards and tier 3 for the rest of the District. Beccles has Market Towns Initiative funding. In addition a large part of the District lies within the Suffolk Rural Priority Area.

Questionnaire Response

6.8 Responses to the Questionnaire indicated that most journeys to work are taken by car, although walking and cycling are popular over shorter distances. To try and address the issue of locating employment close to home, views were sought on the type of businesses people thought might be suitable in residential areas. Responses indicated that people are in favour of uses such as shops, nursing/care homes and hotels/guest houses but not manufacturing or

garages.

Issues Report Response

6.9 Generally respondents considered that the District has a large supply of industrial land. However, industrial land is not always distributed evenly throughout the District, the take up rate is slow and there is insufficient serviced land.

6.10 The response to the Issues Report found general support for the policy to retain areas in existing industrial use. Respondents also felt that it would be preferable to make better use of existing areas before allocating further new land. The exceptions were in Bungay and Halesworth, where there is no dedicated industrial location and where existing industrial land is nearly fully utilised, respectively.

6.11 The other main issue raised by the response was in relation to acceptable industrial uses in residential areas. Such uses can help to build more sustainable communities.

Objectives

- 1. To strengthen the District's economy by ensuring an adequate supply of land for employment purposes and supporting the retention and expansion of local businesses.***
- 2. To encourage and support the rural economy whilst protecting the countryside.***

Policies and Proposals

Industrial Land Allocations

6.12 The provision of employment land is a key element in supporting and regenerating the economy of the District. In particular, a supply of readily available industrial land in a variety of locations, scales and types is important if existing firms want to expand, new firms are to be attracted into the District and job opportunities created. The Council intends to carry out an Employment Land Study to further inform the need to allocate and protect land for employment

purposes.

6.13 As of October 2001, throughout the District approximately 64 ha of land had unimplemented planning permission for industrial use. In addition some existing industrial land allocations made in previous local plans are being carried forward. Additional land is also being allocated in Halesworth, to address shortfalls in provision. Apart from Bungay, this will ensure that each town within the District is well served with available land. The land to the west of Oulton Industrial Estate, Oulton, falls within a Groundwater Inner Protection Zone 1. Appropriate prevention measures will be required, particularly with regard to soakaways and the storage of oils/chemicals. There is also concern that the highways network surrounding this site is unlikely to be able to accommodate significant additional numbers of HGVs. The generation of lorry movements will be an important consideration in determining any applications on the site. Any development proposals will need to be accompanied by a Green Travel Plan and a Transport Assessment.

6.14 On appropriate planning application sites, a range of unit sizes will be sought, to improve the accommodation opportunities for businesses as they grow.

E1 Industrial development is proposed at:

- 1. West of Oulton Industrial Estate, Oulton (3.5 ha)**
- 2. London Road/Cromwell Road, Beccles (1.3 ha)**
- 3. Land to the west of Broadway Drive, Halesworth (5.4 ha)**
- 4. Fountain Way, Reydon (0.7 ha)**

Within these areas applications for B1 (light industrial), B2 (general industrial) and B8 (storage and distribution) uses will be permitted providing proposals do not have a significant adverse impact on surrounding residential or

environmental amenity or lead to a significant loss of environmental quality within the estate.



Existing Industrial Areas

6.15 It is important that designated industrial land is protected from other non-industrial uses to ensure that adequate land and premises are available to support and regenerate the local economy. This also reduces pressure for unnecessary development into the countryside. Within existing industrial areas B1 (light industry), B2 (general industry) and B8 (storage and distribution) uses will generally be acceptable. Particular attention will be needed in assessing the traffic generation impact of B8 uses as this can often be an issue where there are residential properties nearby. Where businesses wish to expand onto adjacent land it will be necessary to demonstrate that land within the Existing Industrial Area cannot reasonably be used and that the proposal will not cause significant harm to surrounding land uses and be intrusive in the landscape. 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 and a strategy will be developed to address the land use, traffic and environmental issues in this area.

E2 Planning permission will not be granted for the redevelopment or change of use

to other land uses of the following
Existing Industrial Areas:

Lowestoft

1. Lake Lothing
2. Beach Industrial Estate
3. Oulton Industrial Estate
4. South Lowestoft Industrial Estate

Beccles

5. Beccles Business Park
6. Benacre Road
7. London Road/Cromwell Road
8. Gosford Road
9. Common Road North

Bungay

10. Southend Road
11. Clay's Printers, Broad Street
12. Buxted Chickens, Flixton
13. Utilux, Hillside Road East

Halesworth

14. Blyth Road Industrial Estate
15. Norwich Road Industrial Estate
16. Bernard Matthews, Holton

Southwold

17. Fountain Way, Reydon

Within these areas applications for B1 (light industrial), B2 (general industrial) and B8 (storage and distribution) development will be permitted providing proposals do not have a significant adverse impact on surrounding land uses or environmental amenity or lead to a significant loss of environmental quality within the estate.

Where expansion of B1, B2 and B8 uses cannot reasonably take place within an existing industrial area

development will be permitted on adjacent sites subject to the above criteria and in particular no significant adverse impact on the landscape.



Retail uses on industrial estates

6.16 PPG6 advises that retail development should not be permitted on land identified for non-retail uses in the Plan. This is particularly important on land identified for employment purposes as it limits the quantity and quality of land for industry. Responses to the Issues Report reveal public support for this approach.

6.17 Existing industrial areas are identified on the proposals map and listed in Policy E2. The Council will only permit a small element of retail, ancillary to the development for industrial use of land identified under this policy.

Existing and New Businesses outside Existing Industrial Areas

6.18 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.

6.19 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. In towns and villages, where no significant harm to residential amenity would result, the setting up of new light industrial uses and expansion of existing uses will be supported. Storage and distribution uses will be resisted outside the allocated or existing industrial areas. These uses are usually served by large numbers, and often heavy, vehicles which can lead to congestion and loss of residential amenity.

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

E3 In towns and villages, outside the Allocated and Existing Industrial Areas, new or expansion of B1 (light industrial) and the expansion of B2 (general industrial) uses will be permitted where there is no significant adverse effect on the amenities of nearby residents, the environment, the surrounding countryside or the character of the area. Storage and distribution (B8) uses will be resisted.



Safeguarding Employment Uses in Residential Areas

6.21 The emphasis of Government guidance is on reducing the need to travel. One way of tackling this is to safeguard employment uses close to where people live. Also, in towns such as Bungay, where the

identification of further land for industry is severely restricted by the quality of the surrounding landscape, this approach will assist in protecting what employment opportunities exist. Impact on the amenities of neighbouring properties will also be an important consideration in determining whether an existing employment site should be safeguarded. Evidence that the site has been adequately marketed for at least 6 months will be required to satisfy criteria 1.

E4 Outside the Allocated or Existing Industrial Areas the development of employment land (B1, B2, B8) for other uses will only be permitted where adequate provision exists elsewhere within the settlement and where at least one of the following conditions apply:

1. the employment use has ceased and every attempt has been made to secure alternative employment uses;
2. the present use harms the character or amenities of the surrounding area;
3. redevelopment of the site would assist in urban regeneration.

Working from Home

6.22 Working from home is another means of reducing the need to travel. In many cases planning permission is not required for working from home, for example, where it involves only one person and the use of a computer. The issue of when and whether permission is required is a matter of 'fact and degree'. However, permission is usually required for businesses when there are visiting members of the public, staff are employed, the use may cause noise or disturbance to neighbours, or the main use of the property is no longer a dwelling. In some cases the expansion or intensification of a small business, not originally requiring permission, may be sufficient to warrant planning permission. Uses such as motor vehicle repairs or taxi businesses can cause significant problems for neighbours. These types of uses will not

normally be granted permission in residential areas.

6.23 Where there is uncertainty as to the impact of the business use on the character of the area and neighbours, permission may only be granted on a temporary basis. This allows the Local Planning Authority to retain control over the use and assess its impact.

E5 Where planning permission for the operation of a small business from a residential property is required, proposals will be permitted subject to there being no significant adverse effect on the amenities of nearby residents or the character of the area.

Farm Diversification

6.24 Farming continues to make a contribution to the local economy but increasingly diversification into non-agricultural activities is vital to the continuing viability of many farm businesses. The types of development related to farm diversification are set out in PPG7 and include, farm-based food packing and food processing, farm workshops carrying out work for other farms, farm services such as equipment hire and maintenance, labour and consultancy.

6.25 In accordance with Government guidance the main focus for new industrial or commercial development should be on the towns and villages. New uses involving the construction of buildings, and unsightly 'bad neighbour' uses, such as scrap yards, will therefore be directed to the towns and larger villages on designated industrial land where they can be more readily integrated into the surrounding environment. This approach can help to promote more sustainable development by protecting the open countryside, sustaining local services, creating more balanced communities and reducing the need to travel.

6.26 New building in the open countryside will therefore be strictly controlled, whilst at the same time taking a positive approach to supporting the agricultural economy and farm diversification. The

reuse of existing good quality buildings will be encouraged wherever possible. Where this is not possible, new build will be supported where it replaces a poor quality building well related to existing development, or is required to support the expansion of a business directly related to the agricultural economy or farm diversification.

6.27 Barns are widely used by Bats and Barn Owls, therefore, proposals which involve the reuse of buildings will be required to carry out surveys for protected species and provision to be made for their conservation where they occur.

6.28 Proposals for small-scale storage and distribution uses (use Class B8), or small-scale haulage uses will be required to satisfy the same criteria. From the outset, the Council will assess the possibility of unacceptable intensification and additional intrusion, and seek appropriate control through planning conditions or obligations.

E6 Proposals for farm diversification will be permitted where:

- 1. The proposal is complementary to the agricultural operations on the farm and is operated as part of the farm holding;**
- 2. The proposal re-uses or adapts any farm building which is available;**
- 3. Any new building is either to replace an existing poor quality building or to accommodate expansion and is well related to existing buildings to minimise its impact on the landscape;**
- 4. The scale and nature of the proposal respects the character of the area and gives rise to only modest additional daily vehicle movements.**

Re-use of Existing Buildings in the Countryside

6.29 Within the open countryside many existing

buildings, particularly those not in use, can be re-used or adapted for small-scale industrial or commercial use or visitor accommodation. The re-use of existing buildings can, not only assist in the diversification of the rural economy but also reduce the demand for new buildings and the loss of agricultural land. Particular concerns, however, are that any proposal does not generate unnecessary vehicular trips to the countryside or damage service provision in nearby towns or villages. Proposals should therefore be of a small scale nature and give rise to only modest vehicular movements.



6.30 The creation of local employment is a Council priority. Therefore, permission for the conversion of an existing building to residential use will only be granted as a last resort. Evidence that the building has been adequately marketed for employment purposes for at least 6 months should be submitted with the planning application. Any building to be converted to residential use should be worth protecting in terms of being locally distinctive and of architectural merit. So as to reduce the impact of any proposal on the landscape and character of the area, it should also be well related to existing development and extensive alteration of the existing building should not be required. Barns are widely used by Bats and Barn Owls, therefore, as part of the planning application a survey for protected species will be required and provision to be made for their conservation where they occur.

6.31 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.

E7 The re-use of existing buildings in the open countryside for small-scale employment enterprises, visitor accommodation or attractions, or expansion/intensification of these uses will be permitted, subject to:

- 1. the building being permanent and substantial and capable of conversion without major reconstruction;**
- 2. the proposal contributes to the rural economy but it is not of such a scale as to damage service provision in nearby towns or villages;**
- 3. proposals to extend or intensify these uses relate well to existing buildings and do not visually intrude into the surrounding landscape;**
- 4. the design and scale of the proposal is appropriate to its rural setting and gives rise to only modest daily vehicle movements;**
- 5. 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.**

The conversion of rural buildings to residential use will only be permitted where it is demonstrated that every attempt has been made to secure a suitable commercial re-use, the building is locally distinctive and of architectural merit, is well related to existing development, conversion requires minimal alteration to the building and the creation of a residential curtilage does not have a

harmful effect on the character of the countryside.

Agricultural Development

6.32 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.

E8 Proposals for agricultural development will be permitted where:

- 1. The development is sited in close proximity to existing farm buildings wherever possible to minimise impact on the landscape;**
- 2. The development is sensitively related to existing residential development to minimise nuisance.**

6.33 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. They can have a significant impact on the landscape, so permission will not be granted in areas of high landscape quality. Where these buildings are being proposed, the Local Planning Authority will give due consideration to the amenity of surrounding residential properties.

E9 Intensive livestock production units will not be permitted in the Suffolk Coast and Heaths Area of Outstanding Natural Beauty or Special Landscape Areas.

(2) Shopping

Policy guidance

6.34 Government guidance to Local Planning Authorities emphasises the need to achieve development that is sustainable. This involves placing homes, jobs, shops, services and other facilities close together to avoid unnecessary journeys.

6.35 Planning Policy Guidance Note 6, Town Centres and Retail Development, June 1996, (PPG6) outlines the Government's planning policy towards shopping and town centres. The main thrust of the guidance is to ensure that future retail investment and development is located either within or adjacent to existing town centres in order to help achieve the aims of sustainable development. Mixed use development containing shops, offices and housing is also advocated to encourage town centres to be vital and viable outside of traditional shopping hours.

6.36 The guidance introduces the concept of the 'sequential test' for all new major proposals for retail and leisure development. The 'first preference should be for town centre sites, where suitable sites or buildings suitable for conversion are available, followed by edge-of-centre sites, district and local centres and only then out-of-centre sites in locations that are easily accessible by a choice of means of transport.' (Paragraph 1.11 PPG6, June 1996)

6.37 Since the publication of PPG 6, further advice has been issued. In September 1998, the Government published a research report looking at the impact of large foodstores on market towns. This concluded that in most cases both edge and out-of-centre foodstores had a negative effect on the vitality and viability of the existing town centres and a negative net effect upon retail employment. The level and consequences of impact will vary depending on the particular local circumstances of the centres concerned. The study advised that a cautious approach should be taken by local authorities to the development of large foodstores in non-central locations.

6.38 In answer to a Parliamentary question in 1999 the Government stated that the "need" for a particular retail and leisure development was now a material consideration. Whilst latent market demand was to be a factor in defining need other

considerations could also be included in the definition at the discretion of the local authority. Proposals outside town centres will have to demonstrate an appropriate need.

6.39 In May 2000 the Government issued a response to the House of Commons Select Environment Committee's report on the environmental impact of supermarket competition. The Government concluded that the stance taken in PPG6 should continue. Developers and retailers were advised of the need to be more flexible about the format, design and scale of development and the amount of car parking, tailoring these to fit local circumstances.

6.40 Planning Policy Guidance Note 13 Transport, March 2001, advises local authorities to focus development having significant transport implications in town centres close to public transport interchanges. In addition, priority in town centres is to be given to pedestrians over vehicular traffic.

6.41 A Parliamentary Statement was made in April 2003 clarifying policy on planning for town centre retailing. The policy requires that proposals not in accordance with the Development Plan strategy must demonstrate a need for the development and that a sequential approach has been applied in selecting the site. In terms of retail and leisure proposals greater weight is placed on the quantitative need for new development, which is defined in terms of additional floorspace for the types of retail development given in PPG6. Also, where a class of goods can be sold from a town centre that is the preferred location for the retail development. This may require flexibility in the scale and format of a development proposal.

6.42 The Regional Planning Guidance for East Anglia, November 2000, advocates improving the vitality and viability of town centres through pedestrianisation and environmental improvements.

6.43 The Suffolk Structure Plan, June 2001, considers that as town centres benefit from a broad range of facilities, act as a focus for communities and attract investment, they are an appropriate location for major new development. The Plan also includes a

policy that seeks to prevent the loss of village facilities (including shops) unless it can be shown that they cannot be made viable in the foreseeable future.

Local Circumstances

Waveney Retail Study

6.44 A retail study of Waveney District was undertaken in 2001 (Nathaniel Lichfield and Partners, September 2001). The study sought to assess the quantitative and qualitative need for future comparison (non-food) and convenience (food) retail floorspace, in order to guide the formulation of planning policies.

6.45 Lowestoft town centre is the main shopping centre within Waveney district. Norwich is the main regional shopping centre in the area and it attracts shoppers from a large catchment which includes Waveney. Great Yarmouth and Lowestoft primarily serve their respective districts.

6.46 Below this first tier are a number of small market towns and district centres. These include Beccles, Bungay, Halesworth, Kirkley (on London Road South), Oulton Broad and Southwold. These centres fall within the catchment of larger shopping centres and serve more localised areas.

6.47 Generally, the retail study found that convenience shops in Waveney were achieving above average trading levels, particularly the large out of town developments in Beccles and Lowestoft. Projections of surplus expenditure to 2006 suggest that, in theory, further convenience floorspace of approximately 6700sqm could be supported. This was confirmed by current retailer demand.

6.48 The retail study suggested that the priorities in terms of new convenience floorspace up to 2006 were:-

- Improved foodstore provision in Lowestoft, especially in central Lowestoft;
- Improved foodstore provision in Bungay and Southwold.

6.49 The assessment of available and existing shopping patterns suggest that comparison shops trade at around expected levels. There is a relatively high outflow of expenditure to other centres, primarily Norwich. Notwithstanding this outflow, the retail study suggests that, in theory, Waveney could support 7300sqm of additional comparison floorspace and 3600sqm of bulky good and retail warehousing in the period up to 2006. Retailer demand is mainly confined to Lowestoft town centre, suggesting that the theoretical figure may not be met in practice because of the influence of Norwich as the main comparison goods centre. In response to this theoretical need, the retail study recommends that the Council identifies development opportunities in order to ensure Lowestoft, in particular, continues to maintain its position in the shopping hierarchy.

6.50 At the same time as the District-wide retail study, a separate study was undertaken by Nathaniel Lichfield and Partners for London Road South. This study identified that:

- The area provides the day to day shopping and service needs of the local community; speciality shops that cannot be found in the town centre; and take-aways, pubs and leisure and entertainment facilities, used by both local residents and visitors.

The study recommended that the role of the shopping area should be expanded. This can best be accomplished through planning policies, environmental improvements, better access and marketing and promotion.

Lowestoft Town Centre Enhancement Study

6.51 The Lowestoft Town Centre Enhancement study 2001 (W.S. Atkins) develops a streetscape concept for Lowestoft town centre. It does this by creating a distinctive environment and image for the town centre. It explores possibilities for managing traffic and promoting sustainable transport. The recommended concept involves:-

- creating a more welcoming and attractive destination;
- improving access safety for pedestrians/cyclists and disabled drivers and passengers;
- facilitating better retailing and to offer opportunities for lively street activities;
- improving the environment of local residential streets and the appearance of major road approaches.

Questionnaire Response

6.52 The questionnaire asked what people liked and disliked about town centres they used. The main factor that people like is a good range of shops and services. It is interesting to note that where pedestrianisation of main shopping streets is established (particularly in Lowestoft and Halesworth), this is a popular factor. The most common complaints about town centres relate to parking, conflict between pedestrians and traffic and the poor shops and services. Poor appearance and the fear of crime were identified as issues in Lowestoft, with traffic problems most common in Beccles and Bungay.

6.53 Users of all town centres regard improvements to the level and frequency of service of public transport as the key requirement necessary to reduce car journeys to town centres. Just over 50% of people who live in Bungay walk to the town centre.

Issues Report response

6.54 The Issues Report asked for comments on more specific issues. Nearly half of respondents generally felt there was scope for more retail development in Waveney's main towns. They felt that the greatest scope existed in Lowestoft.

6.55 A large majority considered that further pedestrianisation would benefit Waveney's towns especially Lowestoft and Beccles.

6.56 Opinions were divided over whether to restrict banks and building societies in town centres but with a majority in favour of no restrictions.

6.57 There was overwhelming agreement that we should be preventing the loss of residential uses and encouraging residential uses in town centres. In general therefore the concept of town centre living is supported. Respondents considered that this helps to create a thriving, vibrant and safe town centre.

6.58 All respondents felt that we should try and prevent the loss of village and neighbourhood shops.

Definitions of Shopping Centres

6.59 For the purposes of planning policy and development control, the definitions of shopping centres used in this Plan are given in Table 3, below. They are derived from the definitions given in Annex A of PPG6 'Town Centres and Retail Developments' (June 1996). The location and extent of each type is shown on the Proposals Map.

6.60 The Use Classes Order (November 1998) allocates the use of land and buildings to a particular type. There are four main types A, B, C and D. Type A is segregated into three classes, A1, A2 and A3. Class A1 are shops selling clothes, fashion goods, furniture and other such items. The vast majority of this type are to be found in town, district and local shopping centres. Class A2 applies to offices and banks, building societies, estate agents and the like. Finally, Class A3 applies to restaurants, cafes, pubs, wine bars and shops selling hot food.

6.61 The Plan also includes separate policies for Lowestoft and the market towns. As the following shopping profiles indicate, a slightly different strategy is proposed for each town. The profiles reflect an audit of the performance of each town centre set out in the Retail Study.

Table 3: Shopping Centre Definitions

Retail Centre	Definition	Centre
Town Centre	Provide a broad range of facilities and services fulfilling a function as a focus for both the community and for public transport.	Lowestoft town centre including High Street and Station Square; Beccles, Bungay, Halesworth and Southwold.
District Centre	A group of shops, separate from the town centre, usually containing at least one food supermarket and non-retail services, ie banks, restaurants etc	Kirkley: London Road South Oulton Broad: Bridge Road
Local Centre	Small groups of a local nature, usually comprising a newsagent, grocer, post office and sometimes a pharmacy and hairdresser.	Carlton Colville: Ashburnham Way and Famona Road. Lowestoft: Bittern Green, Carlton Road, Hollingsworth Road, Norwich Road, Oulton Road, Snape Drive, The Green, Westwood Avenue, Weston Road, London Road Pakefield, Kessingland: High Street, Field Lane, Worlingham: Hillside Avenue, Wrentham: High Street

Shopping Profiles

Lowestoft

6.62 Lowestoft and Great Yarmouth were ranked joint 173rd within Great Britain in 1995 based on the number of multiple retailers they each have (34), Norwich 18th (97) and Ipswich 40th (79). Lowestoft's ranking has remained relatively stable since 1984.

6.63 Lowestoft town centre is the largest town centre in Waveney. The retail mix is similar to the national average with 57.8% of premises in Class A1 retail use. The town centre (as defined by the town centre boundary in the previous Local Plan) has 137 retail units of which most (94%) are comparison shops.

6.64 Lowestoft provides many of the mainstream fashion stores but lacks high quality fashion retailers. Lowestoft has a similar number of clothing and fashion multiples when compared with Great Yarmouth but lower than Norwich. The town centre has a reasonably high proportion of non-retail services (banks and building societies) but is under represented in the A3 Use Class, i.e. pubs and restaurants, in comparison with the national average.

6.65 The shop vacancy rate in Lowestoft town centre is below the national average (data from 2000). More occupiers expect their trading to improve rather than decline in the future (51% and 8% respectively).

6.66 The demand for premises in Lowestoft appears to be strong, particularly in the prime shopping area (as defined in the previous Local Plan). Premises in this location are rarely vacant for very long.

6.67 The town centre is linear in form spreading over 500m. Overall the town centre is largely traffic free, but in comparison with other centres the environment appears dated. Nearly a third of respondents from an occupiers' survey stated that the

town centre's environment was a constraint affecting business.

6.68 The environment around the Triangle however, has undergone considerable enhancement and market stalls can often be found there. Now an attractive public space, it has been the location for a number of speciality markets as well as providing a sitting out area for the surrounding cafes and bars. The other market, located in a small area between the Britten Centre and the library, attracts local custom from passers-by, those going in and out of town on foot or by bus, and visitors to the library.

6.69 The strategy for Lowestoft town centre therefore confirms its position as the primary comparison shopping destination within Waveney. Its role should be maintained and enhanced to offer a wide range and choice of shopping, leisure and other facilities. The centre can improve its shopping environment and attract new retail investment with a view to clawing back leakage to Norwich.



6.70 In addition, large supermarkets are located at both the town's northern and southern edges, as well as the town centre, meeting a need for bulk food shopping. A range of DIY, furniture, electrical appliance and other trade warehouses are located on North Quay Retail Park, South Lowestoft industrial estate and around the Whapload Road area. These stores provide important retailing facilities for most of the District. Throughout the town are various neighbourhood centres, providing local day to day shopping facilities. The Kirkley and Oulton Broad

district centres provide more comprehensive local facilities and services, but are not main comparison shopping destinations.

Beccles

6.71 Beccles has 100 retail units in the town centre and has a good proportion of Class A1 retail units close to the national average. Beccles also has a good mix of convenience and comparison shops. Convenience retail accounts for 26% of total retail floorspace due to the presence of Rainbow and Somerfield. These stores are supported by a selection of shops including butchers, bakers, greengrocers and newsagents.

6.72 Whilst there is a reasonable selection of national multiples, the majority of the town's retailers are independent traders. The town has a good provision of banks, hairdressers, pubs and take-aways.

6.73 The shop vacancy rate in Beccles is relatively low in comparison with national averages. An occupier survey identified that most occupiers (87%) would describe their current trading as good or satisfactory. More occupiers expect their trading performance to improve rather than decline (37% to 11%).

6.74 The historic buildings and street pattern provide an attractive shopping environment. The architecture, environment and atmosphere are seen as key strengths.

6.75 The strategy for Beccles is to ensure that the town centre caters for most convenience and comparison needs. New retailers should be encouraged, but the availability of vacant premises is limited.

Bungay

6.76 Bungay has 64 retail units in the town centre. Convenience retailers account for 22%, slightly above the national average of 17%. Small market towns like Bungay may be expected to have a higher proportion of convenience shops.

6.77 Bungay has 14 convenience shops. The Rainbow store is relatively small but is an important anchor for the town centre as a whole. There are a range of small independent traders which provide day to day shopping facilities, but this is not ideal for customers wishing to do main or bulk food shopping. Comparison retailers offer a more limited range of goods than those available in Beccles.

6.78 The shop vacancy rate is slightly above the Waveney average and is the highest of the four market towns.

6.79 Only 25% of occupiers describe their trading performance as good. More occupiers expect trading performance to improve rather than decline (34% to 14%).

6.80 The historic environment and the rural character provide an attractive shopping area, although the narrow sections of St Mary's Street create pedestrian/ vehicular conflict. Over 50% of respondents said that the level of traffic was a weakness for the town centre.

6.81 Bungay is an important shopping destination for the surrounding rural area. The strategy for Bungay is to maintain and enhance the town's role for day to day shopping services. Specialist shopping for visitors and the evening economy will remain important to the town's vitality and viability. Its food and specialist role could be developed and the provision of a food store would help to claw back shopping trips from competing towns. Planning permission has recently been given for a foodstore on Hillside Road East.

Halesworth

6.82 A large proportion (30%) of retail units are convenience outlets. The Co-op Rainbow, located on the edge of the town centre provides for bulk food shopping. Planning permission has recently been granted for a food store in the town centre.

6.83 Halesworth has only 35 comparison shops, less than the other three market towns. Most of the comparison shops serve day to day shopping needs.

The town centre has a relatively high proportion of Class A2 uses including banks, estate agents and professional services.

6.84 Shop vacancy is below the national average with the majority being in more peripheral locations. More occupiers expect their trading performance to improve rather than decline (38% to 12%).

6.85 The pedestrianised shopping area is compact, stretching only 400m along the Thoroughfare. Occupiers suggest that the attractive architecture and environment are its key strengths.

6.86 Halesworth has a higher proportion of shops and services catering for local needs than other market towns and less shops that attract occasional visitors and tourists. The focus on local shopping underpins the vitality and viability of the centre. It is an important alternative shopping destination particularly for the less mobile residents in the south of the District.

Southwold

6.87 Southwold has 57 retail units within the town centre, of which 32% are convenience stores. There are two small supermarkets supported by a wide range of independent retailers. Southwold has a high proportion of arts, crafts, books and antique and gift shops. Despite the high level of tourist trade the household survey suggests Southwold retains a relatively low proportion of both convenience and comparison expenditure within its catchment.

6.88 The vacancy rate in Southwold is the lowest in Waveney. Confidence in future trading is high with 66% of occupiers expecting their trading performance to improve in the future.

6.89 The town centre is linear but relatively small, comprising of the High Street, Market Place and Queens Road. These streets, in the oldest part of Southwold, offer wide pavements and a very attractive shopping environment.

6.90 Southwold has a dual role for residents and visitors. The town centre has a small number of

premises and development opportunities are limited. As a result, the potential to expand Southwold's role is limited. The centre does not serve all food shopping needs, as it only has small supermarkets and convenience shops. An appropriate balance between the needs of locals and visitors needs to be maintained.

6.91 The following policies relate to the hierarchy of centres listed above and make reference to the use classes for clarity and for the avoidance of doubt over what is considered acceptable in a given location.

Objectives

1. The encouragement of appropriate new retail and leisure investment within the town centres of Lowestoft, Beccles, Bungay, Halesworth and Southwold that contributes to their overall vitality, viability and attractiveness.

2. The encouragement of viable shopping facilities in rural areas.

Policies and Proposals

6.92 National policies direct most retail and leisure development to town centres. Regional policies emphasise the need for environmental improvements, which is also highlighted in responses from local consultation. There is a need to upgrade the environment of the District's town centres if they are to continue to compete for trade and remain vital and vibrant locations.

6.93 Programmes of measures are proposed to improve the attractiveness of each town centre. This includes the enhancement of the pedestrian environment in terms of access, better street furniture, security and signing. A programme of environmental improvements in Lowestoft town centre is proposed in the Sustainable Transport chapter. In addition, community based regeneration schemes in Beccles, Bungay and Halesworth are also tackling this issue, backed up by the Suffolk Local Transport Plan.

6.94 In the Issues Report a majority of people suggested that further town centre streets and areas

should be improved through pedestrianisation. Consequently, a programme of measures are proposed to roads and their junctions with heavily used pedestrian areas to increase the safety of shoppers and create more attractive spaces. This includes enhancement of the pedestrian environment in and around the core shopping areas to make it easier for people to move about on foot, in conjunction with environmental improvements to create a more pleasant shopping 'experience' (see Sustainable Transport chapter for more detail).

Major retail development

6.95 The Retail Study sets out a theoretical assessment of the need for more food and non-food floorspace in the District as a whole, based on future predictions of expenditure. The study also sub-divides this district-wide need into a theoretical calculation for each town.

6.96 The Study recommends that the shopping priorities for Waveney should address improved foodstore provision in central Lowestoft, Bungay and Southwold and to enhance Lowestoft town centre as the primary comparison shopping destination.

6.97 Planning permission has recently been granted for a foodstore in Bungay, which if implemented will address need in this town. Whilst the food shopping needs of Southwold are recognised, there are substantial planning constraints to meeting that need in the town itself. Taking into account government guidance, the area best placed to meet the predicted need for future floorspace (both food and non-food) is Lowestoft town centre because of its shopping role for the District as a whole.

6.98 In focusing on Lowestoft town centre, the Study considered a range of sites adjacent or near to London Road North. It was recommended that the site best able to accommodate future retail floorspace requirements was an area of land on the south side of Lake Lothing known as South Quay.

6.99 South Quay is a large area of just over 8ha of vacant, derelict and underused land, stretching from

Pier Terrace in the east to the inlet by Kirkley Ham and Belvedere Road. At some 500m from a mid point on London Road North, the site lies beyond the recommended 200-300m walking distance (given in PPG6) for an edge of centre site. It is considered that this disadvantage of distance is outweighed by the regeneration benefits of developing the site.

6.100 The site is allocated for a comprehensive scheme of mixed uses including commercial and leisure development. The site should be developed with the intention of being in use throughout the day and evening. This maximises the benefits to the area in acting as a catalyst for further community, residential, employment, leisure and tourist developments on nearby sites. Redevelopment of the site, parts of which have been vacant for some time, should boost investment confidence.

6.101 The site is large enough to meet the food and non-food retail floorspace requirements for Waveney identified in the Retail Study. It is anticipated that the area will draw more food shopping trips from outside the Lowestoft area. In addition, any comparison floorspace should extend the range and quality of Lowestoft's retail offer, increasing its share of comparison goods expenditure and potentially clawing back expenditure leakage to Norwich. Additional retail floorspace is justified because of the projected growth in expenditure to 2006 and beyond. This should mean that the overall impact of new retail floorspace on existing stores is reduced. Any specific proposals however, will require a detailed retail impact assessment considering the consequences for the town as a whole, the town centre and the Kirkley District Shopping Centre.

6.102 A mixed use scheme including leisure facilities has the potential to enhance the tourism appeal of Lowestoft. Provided there are effective links with the town centre, south beach and the Kirkley District Shopping Centre this type of development should lead to an increase in consumer expenditure, benefiting the local economy. Improvements to pedestrian, cycle and public transport links will be necessary to enable ease of access to these areas from the site.

6.103 Proposals for development of the South Quay site will be expected to include a Transport Assessment to consider access by different modes of transport. They should also demonstrate how the best use is made of this riverside location for the purposes of attracting people into the town. Specific measures for attention include maximising public access to and throughout the site, giving priority to the needs of pedestrians; creating places for people and developing an attractive, varied waterfront setting.

S1 A site of 8.02 ha. on the south side of Lake Lothing, Lowestoft, is proposed on land to the north of Horn Hill and Belvedere Road for new mixed-use development, including retail and leisure. Proposals will be permitted provided that all of the following criteria have been met;

- 1. There would be no significant adverse impact on the vitality and viability of Lowestoft town centre and Kirkley District Shopping Centre;**
- 2. Significant regenerative benefits would accrue to the community in the South Lowestoft area;**
- 3. The site will provide for access by all transport modes. Traffic generation to and from the site and circulation within it will not compromise highway or pedestrian safety; and the shared use of parking will be available for use by all development on site;**
- 4. Good quality, safe and easy pedestrian, cycle and public transport links are provided from the site to the town centre, the Kirkley District Shopping Centre and the neighbouring community;**
- 5. The waterfront area of the site is open to public access by pedestrians and the mobility impaired. Provision**

should also be made for public access with adjoining sites;

6. The layout of the site, design of buildings and use of materials are of a high quality, energy efficient and reflect its waterside location.

Proposals will be required to submit a retail impact assessment and a traffic assessment.

6.104 Planning permission was granted in 2001 for a mixed use development of leisure, retail, children's play ground, car park and access on just over 1.5 Ha. to the north of Clifton Road. This brownfield site (known as the Mann Egerton site), includes Colville Hall, Clifton Road car park, numbers 173 - 179 London Road South and the land between Economy Road and the car park. The site is well related to a range of services and facilities, being close to employment, housing, retail and leisure uses in south Lowestoft.

6.105 The Nathaniel Lichfield retail study recommended that the role of the Kirkley District Shopping Centre should be developed and expanded. The Retail Study identifies the Mann Egerton site as the most important redevelopment opportunity within London Road South. The development sites (South Quay and Mann Egerton) have been allocated because 'they could bring new visitors into the area, possibly generating more trade for existing occupiers in London Road South' (Nathaniel Lichfield & Partners, September 2001).

6.106 In order to regenerate south Lowestoft, the shops, services and leisure uses in the area should be enhanced. The London Road South Retail Study states that for the Kirkley District Shopping Centre to enhance its appeal, it should cater for its local population as well as attract customers from further afield. To do this, opportunities need to be provided to increase the attractiveness of the area to customers and increase business and investor confidence.

6.107 The development of the Mann Egerton site

provides the best opportunity to link the major attractions of South Quay and the beach and encourage pedestrian movement between them, through the Kirkley District Shopping Centre. It is important that good quality signage to and within the site is provided to attract and guide pedestrian movement through the shopping centre. High quality pedestrian 'gateways' should be provided from both entrances into the development site. A replacement for Colville Hall or an enhanced community facility should be provided as part of the package of measures on the site.

6.108 Access to the site should be gained from Horn Hill/ Belvedere Road, through a new access road linking into the Clifton Road car park. This will have the potential to link the site directly to the South Lowestoft Relief Road.

6.109 Development of the site should complement the vitality and viability of the shopping centre and extend its catchment, by providing facilities that diversify the range of uses in the area.

S2 Land at Clifton Road/ Economy Road is allocated for mixed use development, comprising of leisure, retail and community uses. Proposals will be permitted provided that the following criteria are met;

1. The proposal expands and develops the role of the Kirkley District Shopping Centre without adversely affecting the town centre;
2. A link road is provided to the site from Horn Hill/ Belvedere Road;
3. Regeneration benefits would accrue to the south Lowestoft area;
4. High quality pedestrian 'gateways' from London Road South and the new link road into the development site are provided, together with good pedestrian and cycle links through the site.

5. Proposals will be required to submit a traffic assessment.

6.110 In allocating these substantial sites for retail floorspace, it is considered unlikely that there will be a need for other proposals at least until the Local Plan is reviewed. However, should a proposal for major retail development be received (i.e. over 2,500 sqm gross floorspace) a retail impact assessment will be required. PPG6 states that assessments may be necessary 'for smaller developments, such as those that are likely to have a large impact on a market town or district centres, depending on the relative size and nature of the development in relation to the centre'. (PPG6, 1996). The Council will therefore use its discretion to decide whether an assessment is required for smaller proposals in the market towns and other centres. Proposals will be judged against the need for such a scheme and will be expected to show they have followed the sequential test for site selection. The use of more than one site and/or building should also be investigated if a centrally located site is unavailable. A 'major' store is relative to the scale of the proposal and its likely impact on the centre in which it is proposed.



6.111 Amongst other factors, the impact of a new food store importing products from other parts of the country will be different to a store retailing a large

proportion of locally produced food. The extent of food sold in stores that are sourced from local producers is discussed in more detail in the recent government report 'Farming and Food: A Sustainable Future.' In order to support the economy, the sourcing of locally produced food is encouraged, particularly in the market towns.

6.112 The following policy describes the approach to be taken and the criteria to be used in assessing major retail and leisure development proposals. PPG6 indicates that the definition of edge-of-centre locations is related to their distance from the core shopping area.

S3 In the first instance, proposals for major new retail and leisure development will be permitted within the town centres of Lowestoft, Beccles, Bungay, Halesworth and Southwold. If a suitable, viable and available town centre location(s) cannot be found, preference would be given to edge-of-centre sites.

Proposals outside town centres will need to demonstrate that:

- 1. There is a need for the proposal in quantitative and qualitative terms;**
- 2. There would be no significant adverse impact on the vitality and viability of any appropriate centre;**
- 3. They do not cause harm to, or result in the loss of, a building or other feature of historic, architectural, archaeological, and townscape interest;**
- 4. The site is accessible by a range of transport modes; traffic generation to and from the site and circulation within it will not compromise highway or pedestrian safety;**
- 5. Sufficient parking and servicing areas are included.**

Lowestoft Town Centre

6.113 Lowestoft town centre acts as a day to day shopping centre generally meeting the needs of the population, for goods and services including leisure and entertainment.

6.114 The main shopping streets comprise the length of London Road North and adjoining streets, stretching from Pier Terrace in the south to the High Street in the north. The shopping area also includes the purpose built Britten Centre and the bus station. Bevan Street adjoins London Road North on its southern edge. This configuration of streets results in a linear town centre with a concentration of shopping activity in a 'core shopping area' from Station Square/Waveney Road to Gordon Road.

6.115 In these main shopping streets, with the exception of the core shopping area, shops, financial and professional uses and food and drink outlets will generally be acceptable. It is beneficial to attract these uses into the town centre because it is the most accessible location for the town as a whole. A variety of leisure uses can also add to the vitality of the town centre, especially during the evening. In order to maintain this vitality however, it is necessary to resist changes of use to anything other than those in Use Class A1, A2 and A3.

6.116 Within this overall policy is the 'core shopping area', where it is considered that a dilution of retail uses would be harmful to the character of the town centre as a whole. Consequently the vitality and viability of the town centre and its role in the retail hierarchy would be adversely affected. Financial and professional services in these locations can interrupt the flow of shopping frontage and dissuade shoppers from seeking out retail uses beyond. A grouping of such services can create a 'dead frontage', which is considered harmful to the overall perception of the town centre and its viability. Policies will therefore seek to resist them in this area. Food and drink outlets, including pubs and restaurants can add vitality and are therefore considered acceptable within the shopping core.

S4 Within the main shopping streets in Lowestoft Town Centre, proposals for Use Classes A1 (retail), A2 (financial and professional services) and A3 (food and drink), on the ground floor of premises will be acceptable provided that there would be no significant harm to residential amenity, including noise, fumes, smell and litter.

Proposals for the change of use of ground floor premises to other than Use Classes A1 (retail), A2 (financial and professional services) and A3 (food and drink), will not be permitted.

S5 In the Core Shopping Area in Lowestoft Town Centre, proposals for the change of use of ground floor premises from Use Class A1 (retail) to Use Class A2 (financial and professional services) will not be permitted.

6.117 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 in the core shopping area and consequently the roads adjoining London Road North contain a mix of financial and professional offices that form part of the day to day services provided by the town centre. The streets in which those uses occur can often contribute to the particular character of the town. This character is reflected by the recent extension of the South Lowestoft Conservation Area to include these streets. Previously residential areas such as Surrey Street, Gordon Road, Regent Street and Beach Road are largely in office use.

6.118 The policy of previous Local Plans of only allowing changes of use from residential to offices in particular locations has been a successful safety valve for the town centre and is retained in this Local Plan. Consequently, the conversion to office uses in the predominantly residential streets outside these areas will not be permitted. The aim of this policy is to retain residential uses generally within the area defined by the town centre road system, especially Milton Road

East and the west side of Alexandra Road. The definition of the town centre applied here is for the operation of this policy and should not be regarded as a town centre boundary for shopping purposes.

S6 Proposals for the conversion of buildings to Use Class A2 (financial and professional services) will be permitted in the Office Areas in Lowestoft Town Centre provided that the following criteria are met:-

1. Separate access to the office accommodation is available or is proposed;
2. No detriment is caused to adjoining residential properties.

Use Class A3 (food and drink) will not be permitted in the Office Areas.

S7 Outside the Office Areas proposals for the conversion of buildings from residential to Use Class A2 (financial and professional services) within the Lowestoft central area will not be permitted.

The Market Towns

6.119 Whilst each market town in the District has its own character, all towns have a wealth of historic and architectural heritage that contributes to their function. They all provide a range of services and facilities that meet local needs. Halesworth is the most traditional market town. Bungay has a range of eating and drinking establishments and a high proportion of antiques shops. Southwold's shops tend to reflect its tourist appeal and Beccles provides a shopping centre for a substantial urban and rural area.

6.120 The response to the Questionnaire and Issues Report supported the provision and maintenance of a range of shops and services in the market towns. The need to retain a satisfactory mix of shops is also important for the vitality and viability of each centre. These town centres appear buoyant and the shop

premises have relatively low vacancy rates. If they are to continue to serve their respective communities, particularly for day to day shopping needs then it will be important to ensure that the number of shops and services do not reduce significantly. This can be achieved in two ways, (i) by resisting changes of use to other uses and (ii) by ensuring that the number of A2 and A3 uses does not get unacceptably high. The assumption behind the latter approach is that the quality of the shops in each centre helps to define the role of the centre and maintain its attraction.

S8 Proposals for changes of use of ground floor premises from Use Classes A1 (retail), A2 (financial and professional services) and A3 (food and drink) to other uses within the town centres of Beccles, Bungay, Halesworth and Southwold will not be permitted.

S9 Proposals for the change of use of ground floor premises from Use Class A1 (retail), to either A2 (financial and professional services) or A3 (food and drink) within the town centres of Beccles, Bungay, Halesworth and Southwold will be permitted provided that there is no significant adverse impact on:-

- 1. Character, retail function and overall vitality and viability of the town centre;**
- 2. Residential amenity including noise, fumes, smell and litter.**

Land between the Thoroughfare and Saxon's Way, Halesworth

6.121 The shopping profile for Halesworth is identified in paragraphs 6.82 to 6.86 of the Plan. This profile gives an indication of the type of shops in the town centre. It shows that there is a higher proportion of convenience units in comparison to the other market towns in the District. The architecture and environment of the centre are seen by occupiers as

key strengths.

6.122 The land between the Thoroughfare and Saxon's Way lies wholly within a Conservation Area and forms part of Halesworth town centre. It includes a number of retail units and a public car park, which is well used by shoppers. The land provides rear servicing and pedestrian access to shop units fronting the Thoroughfare. The site therefore has an important role in the retail function of Halesworth town centre. In order for this retail function to be maintained and enhanced, the site (as identified on the Proposals Map), should be redeveloped to provide a mix of uses, complementing the existing character of the area. The following policy provides the criteria against which comprehensive proposals would be assessed. Particular attention should be given to the existing role of the town centre and how any proposal would complement this; the character of the Conservation Area; and the size, scale and design of a proposal in comparison to existing buildings. Proposals would be expected to enhance the setting of the Conservation Area, providing high quality pedestrian links through the site to the Thoroughfare.

S10 Proposals for retail, leisure and community uses will be permitted on land between the Thoroughfare and Saxon's Way, Halesworth, subject to the following criteria:

- 1. The role of the town centre is expanded and developed;**
- 2. The size, scale and design of buildings reflects the existing properties fronting the Thoroughfare;**
- 3. The proposal is sympathetic to the existing character of the town centre;**
- 4. The site is accessible by a range of transport modes; traffic generation to and from the site and circulation within it will not compromise highway or pedestrian safety;**

5. Sufficient parking and servicing areas are included.

The Kirkley District Shopping Centre

6.123 The dispersed nature of this shopping area along London Road South from Carlton Road to the bascule bridge has impacted upon its character, vitality and viability. It caters for the local residential population and attracts customers from further afield to speciality shops and visitors to the beach. The retail study advises that this role be supported and encouraged as there is unlikely to be sufficient demand from the local catchment to maintain the number of units currently available for retail uses along London Road South.

6.124 The Retail Study recommended that the London Road South area should be developed and extended with a high quality environment and an increased mix of shops, services and leisure uses, meeting the needs of both local residents and visitors. This approach recognises that Kirkley is the main shopping centre in south Lowestoft and that it should cater for local residents as well as attracting visitors from further afield. It is considered that there would be sufficient demand from the local catchment for the number of commercial premises currently found along London Road South. If the centre is to maintain and indeed strengthen its role then it needs to improve the current critical mass of facilities. At present there is an insufficient mix of shops and services and the poor environment is a further disincentive to retailers. The opportunities provided by the construction of the South Lowestoft Relief Road and the regeneration programme for south Lowestoft as a whole has the potential to increase the appeal of the area to customers and increase business and investor confidence.

6.125 The Retail Study recommended action on a number of levels:-

- Planning policies;
- Development opportunities;
- Environmental improvements;

- Access;
- Management and promotion.

6.126 The previous Local Plan sought to consolidate and protect a core shopping area but allow shopping uses outside to revert to residential use. It is considered that these policies have been successful in controlling the spread of shops along the road and reducing the number of vacant premises. Within the shopping centre, only 7 units are vacant out of 64 premises. Outside the centre 20% of shopping premises are vacant (2001 data). To improve the range of shops and services, the core area should be extended to protect a greater number of shop premises available for occupiers.

6.127 The defined shopping area has been extended northwards on the western side to include the existing shops. This also provides continuity with the extension on the east side to Parade Road South. The extended shopping area is now called the Kirkley District Shopping Centre for planning purposes and is shown on the Proposals Map. This area is protected from non-retail uses by Policy S10 in order to maintain it as a viable shopping destination of more than local significance. Outside the District Centre, leisure and community uses may be acceptable.

6.128 The Retail Study identified that the number of A3 uses on London Road South (and in particular the number of takeaway uses within the District Shopping Centre) may be a cause for concern, as they could undermine the retail role of the centre. For this reason, the Study recommended that the Council monitor concentrations of A3 uses.

6.129 The shops on the Carlton Road/London Road South junction are identified as a local shopping centre, as they are separate from the shops on London Road South and meet a local need.

6.130 The former Mann Egerton and the former Waveney Rover sites represent two critical development opportunities off London Road South. Planning permission exists for mixed use development including retail and leisure on the Mann Egerton site

(Policy S2). Redevelopment on both these sites can help to send out important messages in terms of future investment and confidence in the area.

6.131 The Council has already implemented a programme of environmental improvements in London Road South and introduced “gateway” schemes on Claremont Road and Waterloo Road. Future opportunities are limited until such time as the principle of constructing the South Lowestoft Relief Road has been established. It will also be necessary to ensure that effective links are developed between South Quay and London Road South. In addition to the South Lowestoft Relief Road and the associated measures, the Council is also developing a programme of works for external funding.

6.132 Traffic congestion on London Road South is a major issue. Not only does it limit opportunities for spontaneous shopping, but it also contributes to a poor image. A series of traffic improvements are programmed once re-direction of through traffic has been established by construction of the Relief Road.

6.133 In association with local business groups the Council has been promoting the Kirkley District Shopping Centre. The range of promotional activities needs to continue with the development of new marketing literature.

S11 Within the Kirkley District Shopping Centre proposals for changes of use of ground floor premises from Use Classes A1 (retail) and A2 (financial and professional services) to other uses will not be permitted.

Proposals for changes of use of ground floor retail premises in the Kirkley District Shopping Centre to Use Class A3 (food and drink) will not be permitted where they would result, either individually or cumulatively, in a significant adverse impact on:

- 1. The character, retail function and overall vitality and viability of the centre;**
- 2. Residential amenity, including noise, fumes, smell and litter;**
- 3. Highway safety and the availability of on-street parking;**
- 4. Community safety.**

6.134 The conversion of buildings outside the District Shopping Centre back into residential use would support a concentration of retail uses within the defined shopping centre. This should reduce the number of vacant shops within the centre, increasing its vitality and viability. The streetscene would also be enhanced as the majority of shop premises are in converted houses. In this location the varying designs, use of materials and signage on shopfronts can adversely affect the streetscene, having a detrimental impact on the character of the Conservation Area.

S12 On London Road South between Mill Road and Carlton Road, proposals for conversions from residential to retail uses (A1, A2 and A3), will not be permitted outside the Kirkley District Shopping Centre. The conversion of premises from retail use (A1, A2 or A3), to residential uses outside the Kirkley District Shopping Centre will be permitted provided that the reinstatement is undertaken sympathetically and in keeping with the character and appearance of the rest of the building or terrace.

Oulton Broad District Centre

6.135 Taken as a whole, the shops at Bridge Road, Oulton Broad are considered to be a district shopping centre (the definition of which is given in Table 3). This is because the range of shops and services available more closely reflects a district centre than a local centre as defined by PPG6. The centre provides shopping facilities and services for local residents and

visitors to the Oulton Broad area.

6.136 The District Council's 2002 survey indicates that there are 55 units in various retail and commercial uses, including a local supermarket, pubs, gifts shops, chemists, wine bars, restaurants and cafes. There are almost as many food and drink outlets (13) as shops (19) in the centre, highlighting the popularity of Oulton Broad to visitors. The number of office units has fallen to six.

6.137 The number of vacant units has fallen from six to four in 2002. The last time vacancies were so low was 1996. The increase in food and drink outlets and the conversion of units to residential largely accounts for the drop in vacancies in 2002. The number of other commercial uses has remained stable.

S13 Within the Oulton Broad District Shopping Centre proposals for changes of use of ground floor premises from Use Classes A1 (retail), A2 (financial and professional services) and A3 (food and drink) to other uses will not be permitted.

Local Shopping Centres

6.138 The provision of local shopping centres within the urban and rural areas is recognised in PPG6, to help meet people's day to day needs and reduce the need to travel. Local shopping centres therefore fulfil an important role in meeting local needs, particularly for those people without access to a car.



6.139 The definition and list of local shopping centres in the District is given in Table 3. The following policy applies to all local shopping centres listed in the table. The role and function of the centre will be used to assess suitable alternative retail proposals in local shopping centres.

S14 In local shopping centres proposals for changes of use of ground floor premises from Use Classes A1 (retail), A2 (financial and professional services) and A3 (food and drink) to residential use will not be permitted.

Village and neighbourhood shops

6.140 Village shops and individual shops within towns provide an important local facility for the community in which they are located. They are convenient, especially for the less mobile, reduce the need to travel and benefit quality of life, as places for social interaction.



6.141 The development of shops ancillary to petrol filling stations is becoming more commonplace, in both urban and rural areas. Whilst such shops provide useful facilities, they should not be developed where they would adversely affect the viability of existing convenience shops within villages or other shopping centres. The scale and location (in terms of the sequential test), will be considered in any proposal for a shop ancillary to a petrol filling station.

6.142 PPG6 provides the basis for determining proposals for the change of use of shops in rural areas, by encouraging Local Planning Authorities to

take into account their importance to the community.

6.143 The Structure Plan includes a policy encouraging the development of new community facilities in appropriate locations. The same policy (ECON11), seeks to prevent the avoidable loss of certain key facilities, including convenience shops, where they are the last remaining type in the village.

6.144 The vast majority of people responding to the Issues Report on the subject of village shops considered that the loss of such facilities should be prevented. It was acknowledged by respondents on this issue that a variety of measures are necessary to support local facilities. Because of the importance of local shops to the community, proposals for their change of use will need to demonstrate that the shopping use is no longer viable. A proposal for the change of use of an individual shop should include a demonstration that efforts have been made to sell the premises for continued retail use, for a period of at least six months. Conversions of other individual community facilities would be considered against Structure Plan policy ECON11, which is similar to the policy below. The six month time period could provide an opportunity for local solutions to be developed and consequently to retain the facility within the community.

6.145 A local community could be a housing estate in an urban area, or a village in a rural area.

S15 Proposals to change the use of village or neighbourhood shops to non-retail use will only be permitted where it can be demonstrated that:

1. The retail use is or will be provided elsewhere within the local community; or
2. It can be demonstrated that the retail use is no longer economically viable.

Farm shops

6.146 Planning permission is not required for farms

wishing to sell their own produce from their land or existing buildings. However, planning permission is required for a new building to be used for the sale of home-grown produce. Planning permission is also required for the sale of imported products from farm shops. Proposals for such development will be considered against the availability of such items in nearby individual shops and shopping centres and the impact the proposal would have on those centres. This is in accordance with government guidance, which considers that farm shops should not be developed where they would adversely affect easily accessible convenience shopping available to the local community (paragraph 3.22 of PPG6).

6.147 Whether or not planning permission is required, proposals for farm shops should be appropriately located to avoid creating a built-up character and provide safe and easy access to the local road network.

6.148 Applicants of new schemes requiring planning permission are encouraged to discuss their proposal with the Local Planning Authority at an early stage, to deal with the issues raised in the policy below. Any planning permission for retail use on a farm may include a condition limiting the range or source of the goods to be sold, or both.

S16 Proposals for new farm shops and any related building operations will only be permitted if:

1. The scale and scope of retailing proposed will not harm the viability of retail facilities in any nearby town or village;
2. The character of existing buildings is taken into consideration;
3. There is no significant harm to the character of the landscape;
4. The proposal would give rise to only modest additional daily vehicle movements;

5. A safe site access and convenient on-site parking can be provided;

6. There is no significant harm to residential amenity.

Garden centres

6.149 Garden centres usually require a large amount of open space that is difficult and expensive to develop within existing built-up areas. However, not all edge of centre locations are appropriate as this type of use attracts a lot of car-borne visitors. Proposals for new centres should demonstrate that sites close to settlements with good access to the main highway network and existing public transport facilities have been investigated for their suitability.

S17 The development of new, or extensions to existing garden centres will not be permitted in the open countryside. Sites on the edge of towns and villages will be permitted subject to 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. Proximity to the main highway network;**
- 3. The provision of safe access and sufficient on-site parking;**
- 4. The accessibility of the site by different modes of transport.**

Farmers Markets

6.150 There are currently two farmers markets operating in the District, one at Ellough airfield, Beccles and another at Grange Farm, Barsham. The sale of local produce from such markets is supported as it can assist the rural economy and promote a more sustainable pattern of consumption. They can, however, attract trade away from town and village

stores, so impacting upon the vitality of other centres. Other problems may arise if they are inappropriately located, for example, congestion may occur on local roads, and nearby residential properties could suffer from noise and disturbance.

6.151 Farmers markets can be held up to 14 days in any year without requiring planning permission. Instead of locating in the countryside it is considered that any future requirement for farmers markets should be directed to central locations in the main towns and be treated as for other retail proposals.

(3) Tourism Policy Guidance

6.152 PPG21 Tourism, November 1992, recognises the social and economic contribution the tourism industry makes to the community by way of supporting a wider range of amenities, jobs and services. Local Planning Authorities are required to consider what provision can be made for tourism when preparing Local Plans and to consider the relationship to other environmental and conservation objectives. Local Plans are encouraged to include proposals for improvements to the environment and local facilities and consider opportunities to utilise tourism as an element in urban regeneration.

6.153 More recent Government thinking is set out in the Department of Culture, Media and Sport's "Tomorrow's Tourism", 1999. This document details a range of improvements and provides strategic guidance for the tourist industry. In particular, it is recognised that the development of tourist facilities can assist efforts to regenerate towns. The provision of high quality facilities that attract people to the area are encouraged, especially in locations that are easily accessible and close to existing tourist attractions.

6.154 PPG7 The Countryside - Environmental Quality and Economic and Social Development, February 1997, considers that tourism is especially important to rural areas, due to its major contribution to the economy. The development of tourism facilities and the sheer number of tourists however, can harm

sensitive locations.

6.155 PPG13 Transport, March 2001, advises that new leisure and tourism development generating large amounts of travel should be located where it will be well served by public transport.

6.156 PPG17 Sport and Recreation, July 2002 - developments attracting tourists may use land in sport or recreation use and therefore reduce the supply of sports facilities. Conversely, development of tourist facilities can also facilitate and assist in the provision of sport and recreation facilities and this is to be encouraged.

6.157 PPG20 Coastal Planning, September 1992 - the development of tourist facilities requiring a coastal location should be guided towards existing urban areas because of the risk of erosion and flooding.

6.158 PPG25 Development and Flood Risk, July 2001, advises that caravan and camping sites are particularly at risk from the effects of flooding. Such development should not be permitted in areas at greatest risk from flooding because of the instability of caravans and difficulties in operating an effective flood warning system.

6.159 The Regional Planning Guidance for East Anglia, November 2000, advises that the tourism base should be broadened, providing good quality accommodation and high quality customer service skills. It encourages sustainable tourism, promoting enjoyment of the natural and built environment by means other than the private car.

6.160 The Regional Tourism Strategy 2000-2010, prepared by the East of England Tourist Board, notes the fragmented nature of the tourism industry, which is moving away from the mass market. Data suggests that the UK tourist industry has to enhance its products to attract customers with higher expectations of quality.

6.161 The Suffolk Structure Plan, June 2001, supports tourism development throughout the county, whilst seeking to minimise harm to environmental quality and the adverse social effects arising from

tourist activity. Subject to certain criteria, policies permit the development of tourist accommodation and facilities, especially in Lowestoft but also in towns and villages. Along the estuaries of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, the development of tourist accommodation will not be permitted.

Local Circumstances

6.162 The tourist industry is vital to the economy of Waveney. An economic impact report prepared by the East of England Tourist Board (EETB) identifies that in the year 2000 the overall value of tourism to the District was over £126 million. The report also identifies that tourism expenditure in Waveney supports more than 3,800 jobs. It estimates a total of 7411 bedspaces in 254 establishments in the District, inspected by EETB.

6.163 Visitor surveys were commissioned in 1998 and 1999 to understand what attracted people to the area and to gain their views and opinions. The results to these surveys show that the beach is the most popular destination for visitors to the District. After the beach, visitors rate the market towns as the most interesting and appealing attractions in the District. Over 80% of people travelled to and around the area by car in 1999. Responses also indicated a need to improve public transport.

Waveney Tourism Strategy (1999)

6.164 The Council's current tourism strategy aims to provide a quality service for the tourism industry and to market the diversity of tourism products within the District. It is in the process of review. A new draft strategy will be published soon.

Lowestoft Town Centre Enhancement Study (2001)

6.165 This study aims to make Lowestoft a more welcoming and attractive business centre and tourism destination with a distinctive identity. The town centre will be improved by enhancing the paved areas, landscaping, street furniture, themed building facades and signs, canopies and public art. The

pedestrianisation of Station Square will be extended, combined with improvements to the town centre approach roads, car parks and bus station.

6.166 To complement the town centre enhancement scheme, funds are being sought to renovate and repair prominent buildings on and around Station Square. The Council is in the process of preparing a bid to the Heritage Lottery Fund for financial support to enable the repair of these buildings. If successful, funds would principally be directed into the recently extended south Lowestoft Conservation Area (which incorporates Station Square, the eastern end of Commercial Road, Pier and Royal Terrace areas down to London Road South).

North Lowestoft Heritage and Economic Regeneration Scheme

6.167 Lowestoft High Street, originally the main town centre, also contains many historic buildings, which have recently been refurbished and repaired under the North Lowestoft Heritage and Economic Regeneration Scheme. The scheme combines heritage, business and tourism development work to continue and complete the revitalisation of the High Street/ Triangle market area. New public toilet facilities will be provided in the Triangle. This pedestrianised section of the High Street is used for markets and special events throughout the year.

Suffolk Coast and Heaths Management Strategy

6.168 The Suffolk Coast and Heaths Management Strategy sets out a long term vision and a series of practical targets for the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. Five themes comprise the vision, which is broken down into theme aims and objectives. The Action Plan uses these objectives as a focus for specific actions. The 'Out and About' theme has three aims, relating to recreation and transport. These are relevant to tourism as they aim to manage the access network to a high standard and maintain a balance between recreational activities, the environment, residents and visitors. The aim of managing road corridors in a way that enhances the Area of Outstanding Natural Beauty

(AONB) is also relevant to tourism, since the majority of visitors currently use their car to access the coastal area.

Questionnaire & Issues Report Responses

6.169 Tourism did not feature highly in people's concerns for the District in response to the Local Plan Questionnaire (August 2000). In answer to a specific question on tourism, most respondents to the Issues Report consider that land should be protected for tourism use in the future. In particular, the harbour area and North Denes are given as the best sites for tourism use in Lowestoft, with the Broads and the market towns considered the most suitable other locations for tourism development.

Tourism Profiles

Lowestoft

6.170 Lowestoft has been a tourist destination since the mid 19th Century, when visitors came to enjoy the beach and the sea. The beach is still the main attraction for visits to Lowestoft. Oulton Broad is the southern-most broad in the network of waterways that stretches to the area to the north and east of Norwich. Lowestoft also contains maritime and transport museums. Somerleyton Hall to the north west of Lowestoft is a stately home set in landscaped gardens and is open to the public during the summer. This is complemented by the family-oriented attractions of Pleasurewood Hills (262,000 visitors in 2000) and Suffolk Wildlife Park (115,000 visitors in 2000). The main annual event in Lowestoft is the air festival. Held in the summer, it attracts over 200,000 people per day over two days. With over 2,500 bedspaces in caravan and holiday parks in Lowestoft and Kessingland, the area has a plentiful supply of accommodation.

6.171 The main Tourist Information Centre in the District is located at the East Point Pavilion by South Pier. Lowestoft's South Beach has a Seaside Award for 2002. Victoria Beach is also a Blue Flag beach.

Southwold

6.172 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 as well as the summer season. The recently refurbished pier will be used as a stopping off point for steamer boat trips (departing from Great Yarmouth, heading down the coast to London). The town features a varied programme of events and exhibitions, in art galleries and museums and a summer theatre season. A Tourist Information Centre is located in the High Street. Southwold Denes and Pier have Seaside Awards for 2002, the latter also being a Blue Flag beach.

6.173 As an historic town, with many features all within walking distance, the number of people visiting the town during the summer months can lead to difficulties getting about on local roads. To prevent the build up of congestion during the peak summer months, various improvements to the local highway network, including facilities for cycling and walking are being addressed through a Local Transport Action Plan for Southwold.

Beccles

6.174 Beccles is a popular destination for boating holidays in the Broads. Located at the southernmost navigable point of the Broads and on the River Waveney, the town provides an important focus for water-related recreation and tourist facilities. The architectural and historic quality of the built environment in this area is recognised by its designation as a Conservation Area. Funding has recently been secured under the Heritage and Economic Regeneration Scheme. Projects include the restoration of the Church Tower and the public shelter and seating area at Sheepgate. Funding under the Market Towns Initiative programme is being used for environmental improvements and to meet a wide variety of economic and social needs. A town trail is also programmed for development. A Tourist Information Centre, operated by the Broads Authority is located at the Quay.

Bungay

6.175 Bungay is located on a bend in the River Waveney. This has affected its development so that the majority of its historic centre has remained largely intact. The town attracts visitors due to its specialist shops, attractive buildings and a weekly market located around the Butter Cross. The Castle marks the start of the Bigod Way, which is part of the town's footpath network. The town's historic pubs, most dating back over 200 years, are highlighted in a real ale trail. The history of the town is also documented in the town trail.

Halesworth

6.176 Halesworth is an historic market town, dating back to the Stone Age. Set in the Blyth valley the town centre has many fine historic buildings. Recently, the Station has been refurbished and is now occupied by the Halesworth and District Museum. Nearby, is the New Cut Arts complex. European and Government funding has helped to promote a Town Trail, grants for historic buildings and a series of events. The Halesworth Connections Project continues these improvements to visitor attractions including the establishment of a skateboard park, the creation of an internet cafe, provision of a cycle hire facility and footway and cycleway improvements.

Kessingland

6.177 Kessingland originally had two separate centres, based around the High Street and the beach. These have gradually been developed and now form one settlement. The beach has long been a tourist destination and there is a variety of holiday accommodation, including static and touring caravan sites and chalets. A Local Transport Action Plan is being developed. The main issues identified include road safety, the sustainable development of the tourism industry and improvements to the local environment.

<i>Objective</i>

1. To safeguard and support the existing tourism industry by encouraging the redevelopment of existing facilities and the development of new facilities, where appropriate.

Policies and Proposals

6.178 Although it is being prepared in advance of the revised Tourism Strategy, the Local Plan complements the draft Tourism Strategy by identifying existing tourism areas, promoting potential future locations and setting out policies to guide tourism development. The emerging tourism strategy identifies four themes. These themes have been used as a basis for the planning policies and proposals set out below.

(1) Protecting the District's built heritage

6.179 This theme attempts to exploit the heritage of the District for tourism purposes, particularly in Lowestoft and the four market towns. The maritime link in Lowestoft is under-exploited. The focus of activity to develop tourism in Lowestoft is within three areas:-

- The North Denes/ Sparrows Nest/ Ness Point;
- The harbour area around the bascule bridge;
- The western end of Lake Lothing.

The North Denes/ Sparrows Nest/ Ness Point

6.180 This area of North Lowestoft includes a range of tourism facilities and accommodation. Extending from North Denes to the Beach Industrial Estate, the area includes Ness Point, the most easterly point in Great Britain. The western boundary is the High Street Conservation Area, which includes Belle Vue Park and Sparrows Nest, and the ancient Scores (leading to the area once used for the beach village and net drying area). The tourism area also includes the Denes Oval Recreation Ground, the Denes camping and caravan site and another caravan site immediately to the south.



6.181 The area has significant potential for tourism development, which could take advantage of its eastern-most location and historical associations. There are a number of issues that will require attention. The present layout and design of the Council owned static caravan park is not desirable in aesthetic terms. In addition, the standard of the Denes camping and caravan site needs to be upgraded. Some development has occurred, but without an overall strategy for the area. Existing areas such as the Scores, Euroscope at Ness Point, drying racks and other memorabilia north of the Birds Eye factory have been improved. The Lowestoft maritime museum is located within the Sparrows Nest park. Specialising in the history of the fishing fleet, it is also a useful resource for understanding the history of the old fishing village in this area of the town.

6.182 Planning permission has been granted for the development of a wind turbine just south-west of Ness Point. It is believed that the turbine would act as a focal point for Lowestoft, generating interest and tourism in the town. The development of a viewing platform near the hub of the turbine (some 100

metres above ground level), would be a further benefit to the local tourism industry. The turbine would be able to vary its speed with the prevailing wind to achieve greater energy generation than from standard (fixed speed) wind turbines. It is likely to be one of the first of its kind installed globally.

6.183 There is still considerable potential for environmental improvements to this area, especially along Whapload Road and around Ness Point. The former net storage buildings, several of which are of historic interest, contribute significantly to the maritime heritage of Lowestoft. A mixture of uses lie within this area including residential, industrial and commercial. However, several buildings remain derelict. A variety of new uses for these buildings that preserve and enhance the Conservation Area and add to its tourism appeal would be acceptable.

6.184 Specific locations and uses in this area will need to be considered in detail to assess their tourism potential. These include the role of caravan accommodation, how to manage visitors wishing to see Ness Point and how to achieve the right balance between industrial and tourism uses in the area.

TM1 **Proposals that enhance the tourism potential of the North Denes/ Sparrows Nest/ Ness Point area will be permitted provided the following criteria are met:**

- 1. Built and natural features of the local environment are maintained and enhanced;**
- 2. High quality sustainable transport links to the town centre are provided;**
- 3. There is no significant conflict with the use and amenity of adjacent sites;**
- 4. Open spaces are maintained.**

The Harbour area

6.185 This tourism area includes land immediately adjacent to the bascule bridge and the Trawl Basin. The area provides the best opportunity to develop a

high quality image of Lowestoft based on the town's maritime and fishing heritage. The recent extension of the South Lowestoft Conservation Area to include these areas acknowledges the historical importance of the area to the town. The movement of boats into and out of the harbour is an attraction in itself, especially when the opening of the bascule bridge creates a captive audience. The provision of public spaces and access to the waterfront is therefore of prime importance in this central area.



6.186 The quayside areas adjoining the Port House, Pier Terrace and the trawl basin provide opportunities for greater public access to the waterfront. It will be necessary to balance the needs of a working port, in terms of accessibility and safety, with the development of the area as a tourism asset.

TM2 **Proposals that enhance the tourism potential of the harbour area will be permitted, provided that:**

- 1. The development is sympathetic to the distinctive setting of the area and retains views across the harbour;**
- 2. Provision is made for public access to the waterfront area of the harbour;**

3. The efficient functioning of the port and its maritime and fishing heritage are not adversely affected.

The western end of Lake Lothing

6.187 Although its main function is as a working port, Lake Lothing offers some potential for tourism related development, particularly at its western end, adjacent to Oulton Broad. On the south side of the lake there is limited opportunity for public access, because of the existing industrial uses. This has been a barrier to tourist related development in an area that has the potential to be an attraction for those interested in boating and the marine environment. It is possible to get close to the water on the northern side, by a footpath linking Oulton Broad via Leathes Ham to the Great Eastern Linear Park. Harbour trips during the summer leaving from the bascule bridge moor in this area between the road and rail bridges. Access to the Broads can be obtained via Mutford Lock, providing the opportunity for holidaymakers to use Lake Lothing to get from the Broads to the North Sea.

6.188 As a tourist destination in its own right, the opportunity exists to develop this area without conflicting with the operations of the port. This has occurred on the northern side of Lake Lothing, with the location of the International Boat Building Centre in the Harbour Road area. On the south side, it is anticipated that existing uses would, over time, evolve to those supporting the overall tourism objective. Acceptable uses in the area may include further moorings, restaurants, residential and leisure development. Mixed use and comprehensive schemes will be encouraged where proposals use the water frontage as the focus for upgrading the environment. Land to the western side of the railway line could be developed separately, but should include public access to the waterfront and the potential to continue this access to the east.



6.189 An element of housing has been allocated under policy H1 for the land to the east of the railway line. Redevelopment proposals should give careful consideration to site access and the effect on the Boards, including the generation of additional motor craft.

TM3 Mixed use development primarily related to tourism will be permitted on the southern side of Lake Lothing adjacent to its western end, provided that:

- 1. A comprehensive package of development includes public access to the waterfront and high quality public spaces throughout;**
- 2. The impact of additional motor craft on the Broads is considered in proposals including marinas and moorings.**

Conversion of properties to Guest Houses in Lowestoft

6.190 Hotels and guest houses provide necessary serviced accommodation for visitors and business customers. 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 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 H11) changes of use which result in a loss of family housing will not be permitted. The impact of extensions to existing guest houses will need to be carefully considered, particularly with regard to residential amenity.

6.191 Planning permission is not required for conversions where no more than 50% of the available bedrooms or two bedrooms, whichever is the lower figure, is used to provide bed and breakfast accommodation.

TM4 In Lowestoft, applications to convert properties to hotel or guest house use will be permitted provided that:

- 1. The property is outside an area where the loss of family housing would not be permitted;**
- 2. The property is of above average size (i.e. above 160sqm original floorspace) with adequate facilities for owners and guests available, or to be provided;**
- 3. The property is not within a residential street composed wholly or mainly of existing family houses.**

Extensions to hotels and guest houses will be permitted where there is no significant adverse effect on the

character of the property and residential amenity, and no detriment to highway safety and parking.

Market Towns

Beccles

6.192 Funding through the Market Towns Initiative (MTI) is enabling a range of improvements to Beccles. The Heritage and Economic Regeneration Scheme operates within the umbrella of the MTI over a similar time period to 2004. It provides assistance for the repair and restoration of historic commercial buildings in the town centre, both to the benefit of the historic fabric, tourism and the economic well being of the area. It comprises a contributory grant scheme & environmental improvement schemes.

6.193 The scheme proposes the restoration of the Church Tower to provide an exhibition space and the repair and improvement of the Public Hall.

Halesworth

6.194 The Halesworth Connections Project complements and builds on previous work in the town. The project has a range of economic and environmental aims, which will enhance the town to the benefit of the local tourism industry. The project includes the development of heritage and arts activities, environmental improvements to enhance visitor facilities, and environmentally sustainable tourism and transport (through the provision of a cycle hire facility and improving footpaths and cycleways).

Southwold Harbour

6.195 Southwold Harbour lies at the mouth of the River Blyth with Walberswick on its southern side. "..... Southwold harbour where ramshackle huts and sheds serve a variety of boats and yachts. The clutter of wooden buildings does not conflict with the underlying quality of the landscape as its informal and incremental appearance tends to underline the informal, uncommercialised character of this part of the coast", (The Suffolk Coast and Heaths Landscape, Countryside Commission, 1993) The unfettered

character of the harbour area contrasts with the ordered neatness of Southwold itself, but both epitomise this part of the Suffolk Heritage Coast and justify their location within the Area of Outstanding Natural Beauty and the Harbour Conservation Area.

6.196 Blackshore Road, currently classified as a road used as a public path (RUPP), provides access to the northern shore of the River Blyth. The road is constantly being damaged by flooding and the increasing level of commercial and visitor traffic. The County Council intend to investigate and help fund solutions to this local issue. Liaison takes place between the two councils and harbour users regarding the use of the road and to alleviate the traffic and parking problems. The state of the roadway acts as a constraint to development and contributes to the ramshackle character of the area.

Landing stages

6.197 A policy in the previous Local Plan identified an area for new moorings. Since this area is now full and due to the size of the harbour and the sensitivity of the landscape, no further moorings will be permitted.

6.198 The traditional fixed landing stages are part of the heritage of Southwold harbour and make a significant contribution to its character. The fishermen's stages (numbers 1E - 10E) are of particular note. In the interests of preserving the traditional character of the harbour, fishermen's stages should be maintained and repaired to a standard that will preserve and prolong the life of these important structures. When the need for replacement occurs, fixed landing stages should be used, although carefully designed pontoons, reflecting the traditional materials and design of the fishermen's landing stages, would be acceptable. The replacement of landing stages and extensions to them require both planning permission and consent from the District Council as landowner.



6.199 To prevent the development of inferior landing stages, applicants for replacement stages anywhere in the harbour will be expected to design and construct them to the design specifications provided in the District Council's Supplementary Planning Guidance.

TM5 No new moorings will be permitted in Southwold harbour. Replacement moorings will be permitted provided that all reasonable works of maintenance and repair have been undertaken to prolong the life of the fishermen's stages and that the mooring to be replaced is beyond repair. Replacement may take the form of fixed stages or pontoons.

6.200 The extension of existing landing stages and pontoons is controlled by the following policy, to ensure that their siting does not harm the sensitive landscape or restrict navigation of the river.

TM6 Proposals for extensions to existing landing stages or pontoons will be permitted, provided that there is no detrimental visual impact on the harbour, the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, the Southwold Harbour Conservation Area and potential navigational problems.

Huts and other buildings

6.201 Most 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 repairs. The quality of buildings in the area is not high, but being mostly of timber construction, are part of the character of the area. The quality of the surrounding landscape has to be balanced against the needs of a working harbour.

6.202 Any further buildings in the harbour area are likely to detract from its character and consequently be detrimental to the landscape and setting. Replacement huts should be similar to the existing hut, to prevent any adverse impact on the landscape and to retain the character of the harbour. Proposals will need to give special attention to design in this sensitive location.

TM7 **Permission for additional buildings at Southwold harbour will not be permitted. Permission for replacement huts and other buildings on either side of Southwold harbour will only be permitted where the existing structure is beyond repair and the replacement is similar to the size, shape, design and materials used on the existing hut.**

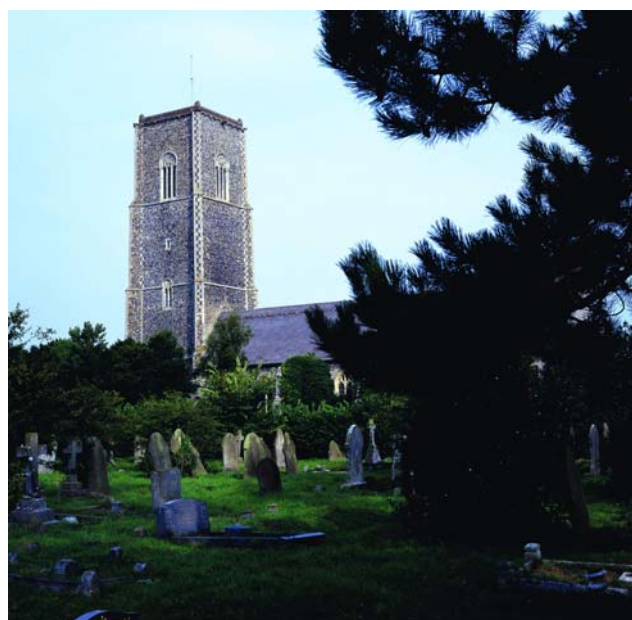
TM8 **The extension of existing huts and other buildings will not be permitted unless it can be demonstrated that it is needed for the applicant's employment at the harbour and such development cannot be accommodated elsewhere.**

(2) Promoting access to the countryside

6.203 The countryside is a valuable resource in its own right, providing a range of activities for tourists. The Broads network of waterways is easily accessible, with the southern-most navigable area lying within the District. As well as the boating and leisure activities associated with the Broads, the Waveney valley and Suffolk Coast and Heaths provide a range of recreational activities, with a focus on conservation.

The Suffolk Wildlife Trust has an information centre at Carlton Marshes, which provides interpretation on the wildlife of the marshes.

6.204 Outside these recognised locations, the rest of the District is largely undeveloped for tourism purposes. Opportunities are available to explore this unspoilt countryside by cycling, walking and on horseback. Many villages have attractive flint churches, their size reflecting the relative prosperity of the area in past times. Parish Councils have often developed circular walks and there is a range of informative and descriptive leaflets exploiting this heritage.



6.205 The Council works in partnership with the Broads Authority, the Suffolk Coast and Heaths Project, the Upper Waveney Valley Project and the town based regeneration partnerships to promote countryside management. The overall aim is to manage the countryside in a way that enhances visitors' enjoyment, without seriously harming the beauty and character of the landscape.

(3) Existing tourism attractions/ accommodation

6.206 Lowestoft's south beach is the most popular tourist facility in the District. It has received Blue Flag and Tidy Britain Group awards for cleanliness. The Council is committed to maintain such high standards

and to continue to make improvements. Major improvements have taken place along the south front in the area from Royal Plain to Kensington Gardens. Whilst the beach is the main tourist attraction, the environmental improvements planned for Royal Plain will also enhance the environment of this area for the benefit of residents and visitors.

6.207 Key tourism attractions in the District include Pleasurewood Hills and the Suffolk Wildlife Park. In addition there is a range of sites including holiday camps and caravan sites. All these areas are important for the tourism industry. Invariably they occupy particular locations where other uses would be inappropriate, for example along the coast.

6.208 It is important to retain tourist accommodation and visitor attractions not least for their local economic benefit. They are often in locations where it would be inappropriate to lose tourist accommodation and associated facilities to other forms of development. In this context 'other development' means the development of non-tourist related uses, such as permanent residential use. New tourism development would be considered against other policies in the Plan.

TM9 Within the curtilage of sites in existing tourism use, the development or redevelopment of land or buildings for tourism purposes will be permitted.

Proposals for the change of use to other forms of development will not be permitted.

Touring caravan and camping sites

6.209 Planning permission for a caravan or camping site is not required where a certificate has been issued by an exempted organisation, such as the Caravan Club, for no more than five caravans at a time to be stationed on a site. In the year 2000 there were twenty two Caravan Club certificated sites within the District, including the larger sites that have planning permission.

6.210 To reduce the need to travel and support

local services and facilities, touring caravan and camping sites should be located close to, or on the edge of towns and villages. Locating close to existing settlements can also assist in reducing the impact of such proposals on the landscape.

6.211 Small scale sites can be intrusive in sensitive landscapes such as the Heritage Coast. In this designated area, new and extensions to existing caravan and camping sites will not be permitted. Outside the Heritage Coast such development can be absorbed without too much difficulty, provided it is well screened and only in use from April to October. It is acknowledged that some caravan and camping sites are already located in the open countryside. Extensions to such sites may be permitted, subject to the criteria of policy TM10. Where an extension to an existing site is permitted, it should have good public transport, walking or cycling facilities to nearby towns or larger villages, or they will be provided as part of the development.

6.212 Large sites (i.e. more than 15 pitches) can appear highly intrusive in the landscape and particularly within the AONB. Associated with such developments is the demand for permanent buildings to accommodate other facilities that can also be prominent. For these reasons, large sites will not be permitted in the open countryside.

6.213 PPG25 states that landowners are responsible for protecting their property against flooding. Where proposals are within the floodplain, a flood risk assessment should be undertaken to ascertain the risk of developing the site. Further details can be found in Appendix G of PPG25 and site specific information can be obtained from the Environment Agency.

TM10 Proposals for new large scale touring caravan and camping sites (more than 15 pitches), will only be permitted close to, or on the edge of towns and larger villages outside the Area of Outstanding Natural Beauty and subject to the following criteria:

1. There is good access to nearby towns or larger villages by a range of transport modes;

2. The site and any associated buildings will not be intrusive in the landscape;

3. Wherever possible existing buildings are used for the accommodation of associated permanent tourist facilities;

New small scale touring caravan and camping sites (up to 15 pitches), will only be permitted close to, or on the edge of towns and larger villages outside the Heritage Coast and subject to the above criteria.

Proposals to extend to an existing site will be considered against the above criteria.

Permanent holiday accommodation

6.214 Static caravan sites, chalets and cabins provide an important source of tourist accommodation. The local economy, particularly in the Lowestoft area, benefits significantly from the provision of this type of accommodation usually situated in key tourism locations close to the coast. Since 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.



6.215 In assessing planning applications for new sites, particular consideration will be given to the impact on the landscape. This type of development will not be permitted in sensitive locations. Developers should also consider the potential for flooding on the site and whether a proposal would cause flooding problems elsewhere.

TM11 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 that would be detrimental to these areas;

2. The site is well contained in the landscape; the layout retains natural on-site features (or provides compensatory planting and other nature conservation measures elsewhere within or near the site); landscaping integrates the development with its surroundings and creates a high quality environment within the site;

3. The provision of on-site commercial, recreational or entertainment activities should form an integral part of the scheme and be located away from other sensitive uses in the locality;

4. The provision of a variety of accommodation types, densities and informal layout groupings, having regard to the need for crime prevention measures.

(4) Recreational Tourism

6.216 Recreational tourism takes place throughout Waveney. Examples include surfing, windsurfing, canoeing and kiteboarding. These leisure activities are supported and to be encouraged, where they do not conflict with other existing uses in the vicinity and do

not harm the natural environment.

6.217 Kessingland is a good surfing and kiteboarding beach. During the summer the beach is regularly used for these pursuits and wind powered dune buggies of various types are also trialled here. Most of Kessingland beach is a designated County Wildlife Site and therefore of local importance for its wildlife value. Where the beach is used for recreational purposes, care should be taken to avoid harming the environment. Groups using the beach for surfing and kiteboarding pursuits can be successfully accommodated as such uses should not harm the beach or coastal ecosystem.

6.218 Outside the summer holiday season surfers and canoeists use Lowestoft's south beach to access the sea. During the summer, a designated area of Victoria beach is used to gain access to the sea for canoeing, surfing and windsurfing. Due to the popularity of south beach during the summer and to prevent accidents, watersports are not allowed within 200m of Mean Low Water of the resort beach.

6.219 Motorised watersports such as jet ski-ing are popular during the summer, especially just offshore from Lowestoft's beaches. However, they may conflict with bathers and other users of the resort beaches. Therefore, to prevent any conflict, motorised watersports are not permitted near south beach.



7. PROVIDING FOR SUSTAINABLE TRANSPORT

7. Providing for Sustainable Transport

Policy Guidance

Integrated Transport

7.1 A key aspect of our quality of life is related to transport. Most of us travel everyday, if only locally. We need an efficient and effective transport system to support the economy. Cars have revolutionised the way we live, but using a car has a cost on our health, the economy and the environment. Simply building more roads in order to meet the growth in traffic demand is no longer the only answer. The cost is too great and there may be harmful effects on the environment.

7.2 The Government's response to this transport situation is set out in a White Paper - A New Deal for Transport - better for everyone (July 1998). The Government wants transport to add to the quality of life and not detract from it. The recommended way forward is through an integrated transport policy. Integration, here, means:-

- integration within and between different types of transport;
- integration with the environment;
- integration with policies for land use, education, health and wealth creation.

PPG 13 Transport

7.3 PPG13 Transport (March 2000) provides guidance to Local Planning Authorities. Land use is a key element of the integrated approach. By influencing the location, scale, density, design and mix of land uses, planning can help reduce the need to travel especially by car, reduce the length of journeys and encourage the use of public transport, cycling and walking.

7.4 In order to comply with this guidance, Local Planning Authorities are asked to:-

- ensure strategies for the Local Plan and the Local Transport Plan complement each other;
- focus major traffic generators in town and district centres;
- locate day to day facilities in local centres;
- accommodate housing principally in existing urban areas which are accessible by public transport, cycling and walking;
- in rural areas, promote local development in local centres;
- give priority to people over cars.

7.5 The government notes the role of parking in being influential in determining means of travel. The government also wants to raise awareness of the impacts of travel decisions and promote the widespread use of green transport plans amongst businesses. These plans are expected to assist in reducing car use, increase cycling and walking, improve traffic speeds and safety and consider more environmentally friendly freight movements.

7.6 In PPG 13, local authorities are asked to take particular care when allocating sites for port use to ensure that they are viable, both to avoid unnecessary blight and to secure the regeneration benefits. Where sites are no longer required for port uses local authorities should in the first instance consider other sustainable transport uses and should also avoid uses which are incompatible with port operations.

Regional Planning Guidance

7.7 The Regional Planning Guidance (RPG) November 2000 recognises the weaknesses as well as the strengths of the region in terms of economic performance. In particular the RPG recognises the problems of the Great Yarmouth and Lowestoft sub-region. The area is encouraged to shift the transport system towards non-car modes. In particular it encourages opportunities for integration by developing high quality interchanges in places such as Lowestoft.

7.8 The RPG establishes strategic priorities for road and rail infrastructure in the region. Of particular relevance to Waveney are proposals for completion of the dualling of the A11 to Norwich and improvements to the A47 between Norwich and Great Yarmouth. A Regional Transport Strategy is being prepared to provide a long term regional framework for development plans and local transport plans.

Other Regional issues

A 47 Norwich to Great Yarmouth roads based study

7.9 In October 2001 the findings of a study for the A47 corridor between Norwich and Great Yarmouth were published. The Study considered issues relating to congestion and safety on the single carriageway sections of the A47 and poor access to the ports of Lowestoft and Great Yarmouth. The report recommended half hourly train services between Norwich and Great Yarmouth and Norwich and Lowestoft. The report also recommended the widening of the Acle straight to a modern single lane carriageway rather than its dualling. In response the East of England Local Government Conference (EELGC) has recommended that both the widening and the dualling options of the A47 Acle Straight be investigated in more detail. This should include the economic and social as well as the environmental factors.

A47 Route Management Study

7.10 At the time of writing the Highways Agency is undertaking a route management study for the A47 from the A1 to the A12 at Great Yarmouth and the A12 south to the bascule bridge in Lowestoft. The study will consider how best to manage the route and provide a basis for forward planning over the next ten years. This complements the A47 study described above which covered a longer timescale. The study will consider road improvements to address local problems.

A12 Route Management Study

7.11 At the time of writing Suffolk County Council

is undertaking a route management study of the A12 between the A14, east of Ipswich and the bascule bridge in Lowestoft. This is a similar study to the A47 work described above. It will also consider road improvements and address local problems.

7.12 All the above studies will help to define the role of the principal roads within the District over the plan period.

Suffolk Structure Plan

7.13 Suffolk County Council has adopted the following five themes as the basis of its transport policy in the Suffolk Structure Plan June 2001:-

- Accessibility - making it easier for everyone to reach places they wish to get to by bringing facilities closer to people;
- Economy - promoting competitiveness and supporting economic development;
- Environment and Health - Sustaining and enhancing the natural and built environment and improving the quality of life;
- Safety - ensuring a high standard of safety and personal security;
- Integration - bringing together transport and land use planning.
- Within this overall framework the Structure Plan's transport policies set out an approach to encourage cycling, walking and the use of public transport, largely reflecting Government thinking.

7.14 Parking is seen as a means of managing car borne travel. Priority in the use of town centre parking is to be given to short stay rather than long stay use. On-street and off-street parking needs to be provided and managed in such a way as to ensure a consistent approach. Charging policy and parking restrictions will also be relevant in such an approach. These are likely to be central locations where achieving maximum parking standards as set out in the Suffolk

Advisory Parking Standards may not be desirable.

7.15 Financial contributions will be sought from developers to fund public transport, walking and cycling measures in those locations which offer good access by public transport.

7.16 Specifically the Structure Plan (Policy T12) promotes the following improvements in Waveney:-

- East Suffolk Rail : passing loop at northern end;
- Lowestoft Northern Spine Road Phase 5;
- Lowestoft Southern Relief Road and related measures.

7.17 The following schemes have been abandoned:-

- A146 Barnby - Carlton Colville Phase 1 (Chapel Road to Worlingham)
- A146 Dualling of Barnby - Carlton Colville Bypass Phase 2

7.18 The Structure Plan makes reference to the fact that should additional Government funding become available within the plan period, other transport schemes will be assessed against the existing Structure Plan objectives. The following schemes within Waveney demonstrated a net beneficial effect, at the time the plan was prepared, and are currently accorded the highest priority:-

- Beccles Southern Bypass;
- A144 Bungay bypass.

7.19 It is understood that no work is being undertaken on these schemes at the present time, pending substantial progress on the current priorities.

Local Circumstances

7.20 Government guidance sets the scene for policies but local circumstances are also important. Guidance and the particular local situation need to be

given equal weight so as to produce policies which make sense for Waveney.

Suffolk Local Transport Plan / Lowestoft and other Local Transport Action Plans

7.21 At the core of the integrated approach is the Local Transport Plan. The Suffolk Local Transport Plan was prepared in 2000. It includes an analysis of issues, problems and opportunities in Suffolk, an overall approach to tackling these issues and a costed five year programme. During 2002, the Lowestoft Transport Action Plan was reviewed. The new Action Plan adopts as its vision,

“In recognising Lowestoft as an important district centre, provide sustainable transport choices which improve the quality of life and enhances the viability and vitality of the town”.

7.22 The Local Transport Action Plan for Lowestoft builds on and brings together a range of other initiatives. These include Walking and Cycling Strategies, the South Lowestoft Transport Strategy, the Lowestoft Bus Strategy and measures from Safely to School, Home Zones and Sure Start. A key element in its development was a Visioning Conference which highlighted several areas of concern including the need for reliable public transport, encouraging pupils to walk or cycle to school safely and promoting greater information and awareness about transport options.

7.23 At the time of writing the Lowestoft Transport Action Plan is still in the process of being prepared. It will be subject to consultation during September with approval expected in November 2002. Suggested measures include:-

- South Lowestoft Relief Road and associated measures
- Completion of Carlton Colville bypass
- Traffic management schemes
- Public Transport improvements

- Cycling and Walking Improvements
- Increasing travel awareness for modes other than the car
- Route Hierarchy changes i.e. relocating the A12 trunk road

7.24 Local Transport Action Plans are in the process of being developed for a number of locations including Beccles, Bungay, Halesworth, Southwold, Kessingland, the A12 corridor and the Suffolk Coast and Heaths area. Transport proposals which have specific land use implications are set out in this Local Plan, where appropriate. In some cases, proposals may have to await the outcome of local consultation before being included in this Local Plan.

South Lowestoft Transport Strategy – October 1999

7.25 One aspect of the overall vision for south Lowestoft is a transport strategy which promotes the construction of the South Lowestoft Relief Road and associated works as part of a comprehensive package of measures for regeneration.

Lowestoft Town Centre Enhancement

7.26 The Lowestoft Town Centre Enhancement Study 2001 develops a streetscape concept in order to create a distinctive environment and image for the town centre. The study also explores possibilities for managing traffic and promoting sustainable transport. The recommended concept involves:-

- making a more welcoming and attractive shopping destination
- improving safety for pedestrians/cyclists and disabled drivers and passengers
- facilitating better retailing and to offer opportunities for lively street activities
- improving the environment of local residential streets and the appearance of major roads and approaches.

7.27 One of the main aims has been to minimise or eliminate traffic crossing London Road North. The impact of vehicles on the shopping environment in Suffolk Road where it crosses Station Square is particularly acute. One of the main proposals is to divert A12 northbound traffic away from Suffolk Road to Waveney Road. Options are also put forward for introducing two-way traffic along Katwijk Way.

7.28 Many of the environmental proposals are being incorporated within an improvement package for the town centre, taking advantage of external funding opportunities. The transport proposals will have a major impact on the Station Square area and on the existing road network. Their impacts are currently being investigated with a view to detailed schemes coming forward for funding at a later date.

Questionnaire and Issues Report – responses

7.29 When asked, in the Questionnaire, if there was one change people could make to make Waveney a better place, overwhelmingly respondents pointed to transport related issues. Levels of response on this issue were well ahead of the other main concerns of employment and crime and safety. Expressed concerns seem to be split between the need for better public transport and better roads, both locally and further afield. Clearly, transport is a high priority issue for local people within Waveney.

7.30 One of the main themes to emerge from analysing the responses to the Issues Report was the general support for the Government's approach to integrated transport. Support was given to the need to consider improvements to public transport, cycling and walking, the need for linking bus and rail services and for more and better information about services. Concern was expressed, however, about whether priority should be given to cyclists and pedestrians in new developments. The response did not favour reducing parking standards in residential development or even in areas of good public transport access.

Local Transport Network

Water

7.31 Waveney District lies in the north east corner of Suffolk. The River Waveney, which provides the District with its name, forms its northern boundary. It continues within its flood plain to the west. In the east it joins the River Bure before entering the North Sea at Great Yarmouth. In days gone by, the Waveney was navigable for most of its length within the District. Today, the stretch between Oulton Broad and Beccles is mainly used for pleasure craft using the Broads waterway system. Oulton Dyke and Oulton Broad provide a link between the River Waveney, Lake Lothing and the North Sea.

7.32 The port of Lowestoft and the associated maritime industries are based along both shores of Lake Lothing and the Outer Harbour. Lowestoft has an important offshore fabrication industry and still retains a fishing function. Lowestoft is Britain's most easterly port. It is ideally situated for transhipment to and from continental Europe. It has a range of facilities for handling containers and general cargo.

Rail

7.33 The District is bisected by the East Suffolk railway line with stations at Lowestoft, Oulton Broad South, Beccles, Brampton and Halesworth. Lowestoft is also the terminus for the Wherry line to Norwich with stations at Oulton Broad North and Somerleyton.



Buses

7.34 The majority of buses operating in Lowestoft are provided by First Eastern Counties and Anglian Coaches. Services radiate north and south from the bus station on Gordon Road. The town has no cross town services as the bascule bridge makes the reliable operation of services difficult to achieve.

Roads

7.35 The principal highway network is represented in the District by the A12 and the A146. The A12 is the main link between London and Great Yarmouth. Within the District it runs from Blythburgh in the south to Hopton in the north. In general terms it defines the western boundary to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. The road runs broadly north-south through the heart of urban Lowestoft crossing the harbour by the bascule bridge. The A12 immediately south of the bascule bridge to Great Yarmouth remains a trunk road and the responsibility of the Highways Agency. It is important for the town and the port and provides a link to the A47 trunk road and direct east-west route across the region. The remainder of the route is a principal highway route and the responsibility of Suffolk County Council as highway authority.

7.36 East-west movement in the District is catered for by the A146 that runs from Lowestoft centre through Oulton Broad to Beccles, where it connects with the A143 Waveney Valley route, linking to the A14 at Bury St Edmunds. Over the last few years this route has been upgraded with the completion of bypasses, the most recent of which was the Broome /Ellingham bypass in 2001.

7.37 The A145 links Beccles to the A12 at Blythburgh. The A144 links Bungay and Halesworth to the A12 at Darsham. The rest of the District is served by a network of roads and country lanes linking the market towns with their surrounding villages and settlements.

Cycling

7.38 Lowestoft has been fortunate in that being relatively flat it has always been attractive for cycling. The town has a relatively high percentage of people using cycles for journeys to work. There is a fairly extensive network of dedicated cycle routes and cycle lanes.

Walking

7.39 Provision for pedestrians is generally good. London Road North in Lowestoft was one of the first streets in East Anglia to be pedestrianised in the early 1980s. Beccles and Halesworth both have pedestrianised shopping streets. There is an extensive network of definitive footpaths in the rural areas with many villages having a system of circular walks. Waveney is therefore able to take advantage of its position to link its urban areas to the coast and countryside and of having the Broads and Suffolk Coast and Heaths on its doorstep.

Problems and issues – Lowestoft

7.40 Traffic conditions in Lowestoft are difficult. Lake Lothing divides the town with interconnection only via the bridge at Oulton Broad and the bascule bridge. Traffic delays and congestion occur at both bridges. This congestion is exacerbated when either of the bridges lifts and traffic backs up on the approach roads. Buses also get caught in the ensuing congestion causing problems to timetables and frequencies. Extensive rat running occurs through sensitive residential areas to avoid congested roads. The impact of this congestion is felt in terms of poor air quality, particularly from idling traffic in London Road South, and problems for the emergency services. Regeneration is also hampered, particularly in south Lowestoft by the inability to undertake environmental improvements which would assist in boosting confidence and investment.

Problems and issues – Market towns

7.41 Outside Lowestoft, the geography of the District tends to dictate the transport network. The

main market towns act as foci for transport links and they are reasonably well served by bus routes. Community buses operate in Halesworth and Bungay and there are also voluntary car schemes in each town. Parking, particularly associated with both weekend and seasonal visitors is a problem in Southwold. Bungay remains congested due to narrow streets and the amount of heavy goods vehicles passing through the town centre. The historic centre of Beccles is subject to congestion at particular times and this can be exacerbated in the summer with visitors. Boat hire is also an important part of the local economy.

Problems and issues – rural areas

7.42 Invariably, in the majority of the rural part of the District there is little practical alternative to the car, although a number of villages have benefited from the Rural Bus Grant. Beccles and Halesworth both have cycle strategies. Recreational cycling routes are promoted in the Waveney Valley and in the Suffolk Coast and Heaths. Many villages take advantage of their extensive footpath and bridleways for leisure use.

Objectives

- 1. To encourage investment in transport infrastructure that supports regeneration*
- 2. To encourage development in accessible locations and to facilitate the development of previously used land*
- 3. To encourage sustainable transport choices*

Policies and Proposals

Lowestoft

7.43 A considerable amount of regeneration activity has focused on South Lowestoft, partly due to the Single Regeneration Budget programme in Kirkley, but also because of two major proposals at South Quay and the South Lowestoft Relief Road (SLRR) and associated measures. Following the adoption of the Waveney Partnership's overall vision for the area, the Outline Regeneration strategy for South Lowestoft

examined options for transport and development. The report considered that the most beneficial option was for the promotion of a relief road in order to assist the regeneration of South Lowestoft, together with significant opportunities for people to switch transport modes. It therefore concluded that the South Lowestoft Relief Road would be a positive benefit for south Lowestoft in particular and the town in general.

7.44 The South Lowestoft Transport Strategy considers that improvements to various transport modes in isolation will be insufficient to tackle existing congestion. It therefore concludes that it is only by combining a series of transport measures can the wider regeneration benefits be gained for the area. The measures include the following:-

- South Lowestoft Relief Road and on-line improvements to the bascule bridge;
- link to Carlton Colville bypass;
- pedestrian/cycle bridge parallel to bascule bridge;
- improved access to Clifton Road car park;
- traffic management measures eg. Marine Parade, Wellington Esplanade and
- Kirkley Cliff Road
- cycling and walking improvements;
- safely to school initiatives.

7.45 The South Lowestoft Relief Road proceeds from the A1117 Bloodmoor Road in the south to Blackheath road at Kirkley Bridge and then to Waveney Drive in the north. The route then follows the existing alignment of Horn Hill, Belvedere Road and Pier Terrace to the bascule bridge. The scheme also makes provision for pedestrians and cyclists, in particular through a shared footway/cycle track between Blackheath Road and Southwell Road.

7.46 The removal of traffic from London Road South, Marine Parade and Kirkley Cliff gives an

opportunity for road space to be allocated for cyclists and buses and for environmental improvements to take place. A dedicated bus lane will be introduced northbound along London Road South north of Mill Road. The area shown on the proposals maps forms the route corridor for the South Lowestoft Relief Road and the associated measures.

7.47 A bypass for Carlton Colville was first proposed as part of a comprehensive solution to the road network of the town in the Lowestoft Town Map in 1971. The scheme was intended to provide a bypass for Carlton Colville from the termination point of the South Lowestoft Relief Road at Bloodmoor Road and then link with the existing Barnby bypass to the Worlingham roundabout. A highway corridor was protected in the 1996 Local Plan but this route has since been abandoned by Suffolk County Council in the current Structure Plan. Construction of the route from Bloodmoor Road to Chapel Road has recently commenced. This Local Plan continues to safeguard the remaining unconstructed part of the route from Lowestoft Road to Bloodmoor Road.

T1 The Council will safeguard from development, land required for the South Lowestoft Relief Road and associated traffic management measures and the A146 Carlton Colville Bypass (Bloodmoor Road to Lowestoft Road). Development will be resisted where it can be shown to prejudice the implementation of these proposals.

Northern Spine Road Phase 5

7.48 The Lowestoft Transport Action Plan proposes the relocation of the A12 from its current route around the town centre (Katwijk Way, Jubilee Way, Artillery Way, Battery Green Road) onto Denmark Road and subsequently Peto Way, Millennium Way and phase 5 of the Northern Spine Road. The majority of the Northern Spine Road has now been constructed as a single carriageway. The final section of this road to be completed is the link from the present termination point at the Parkhill development to the Hopton bypass. Constructing this final phase would provide a

more direct link from central Lowestoft and the port northwards to Great Yarmouth and the A47 east-west route.

7.49 Relocation of the A12 involves not just the construction of Phase 5, but also improvements to Denmark Road. Linked to this proposal is a new access to the port from off Peto Way. This will help to remove traffic, and particularly HGVs from the present access along Commercial Road, off Station Square. Such a scheme will also help in the regeneration of the town centre by improving Station Square and the environment for businesses and visitors.

T2 The Council will safeguard land from development for the Northern Spine Road, Phase 5 in Lowestoft, linking its present termination point, in the Parkhill development, with the Hopton bypass.

Development will be resisted where it can be shown to prejudice the implementation of this proposal.

Land will also be safeguarded for an improvement to Denmark Road, including a new access into the port area (North Quay link) from off Peto Way.

Lowestoft Town Centre

7.50 In recent years the town centre has been the subject of two studies, a Town Centre Enhancement Study and an earlier Town Centre Access Study. The aim of both studies has been to make the town centre a more welcoming and attractive centre and tourism destination with a distinctive identity. This will mean a safer environment for pedestrians and one which is more accessible by sustainable transport modes. In transport terms, the overall objectives include:-

- encouraging traffic to use appropriate routes;
- providing attractive public transport facilities;

- improve conditions for pedestrians, cyclists and the mobility impaired; and
- managing the demand for parking.

7.51 A comprehensive and ambitious package is being put together with a view to attracting external funding. This combines elements of the North Lowestoft Heritage and Economic Regeneration Scheme, a Town Centre Enhancement Scheme and environmental improvements in south Lowestoft. This package is supported by EEDA and the County Council. The land use proposals for the town centre include pedestrian priority schemes. These help to meet the aims of the walking strategy and also to assist in maintaining the attractiveness of the town centre.

T3 The Council will undertake improvements in Lowestoft town centre to provide a more attractive environment for visitors, businesses and residents.

The following pedestrian priority schemes are proposed :-

1. In Station Square;
2. Surrey Street / Beach Road, crossing London Road North;
3. The Marina;
4. London Road North, between Gordon Road and Regent Street;
5. London Road North between Milton Road East and Artillery Way.

Lake Lothing

7.52 Lake Lothing is the traditional industrial heartland of Lowestoft. Despite the relative decline of the fishing industry in recent years, Lowestoft remains an important port on the east coast with the opportunity for good access to Europe. The area has suffered in terms of structural changes in the local

economy, which has left a legacy of sites that are currently vacant or derelict. The Outline Regeneration Strategy for South Lowestoft identified a core area of land on the south side of Lake Lothing which should be retained in industrial use. Sites at South Quay adjacent to the bascule bridge and in the vicinity of Mutford Lock Bridge are the subject of other policies elsewhere in this Local Plan. An overall approach to the future planning framework of Lake Lothing is set out in the Regeneration and Renaissance chapter.

7.53 The single most important improvement to regenerate the Lake Lothing area is likely to come from the construction of the South Lowestoft Relief Road. This will provide direct access to the Lake Lothing area from the south and together with the associated measures, will provide an easier access from the north, across the bascule bridge.

7.54 The general intention is that the core of the Lake Lothing area is retained in industrial use in order to take maximum advantage of the construction of the relief road for employment purposes. Access into the sites next to the water frontage is poor. Invariably this is through narrow residential streets and substandard accesses.

7.55 The Lowestoft Transport Action Plan proposes a new access into the port linking Commercial Road with Peto Way. This will reduce the number of heavy goods vehicles accessing Commercial Road from Station Square. It also considers options with regard to improving access on the south side of Lake Lothing.

7.56 At the time of writing, the Lowestoft Transport Action Plan proposals are subject to local consultation. No specific schemes have been approved by Suffolk County Council.

7.57 The approach to integrated transport demands that greater attention is paid to the transfer of goods by road to rail. In Lowestoft land adjacent to the railway line is capable of being made available for a rail freight facility. There are no immediate plans for such a facility, however, and it is considered that freight handling could potentially be accommodated within the extensive area of

marshalling yards in the ownership of Railtrack.

Lowestoft Third Crossing of Lake Lothing

7.58 For many years the solution to traffic problems in Lowestoft was seen to be a third crossing of the harbour (in addition to Mutford Lock 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.

7.59 Such a route was safeguarded on behalf of the former Department of Transport between 1990 and 1995. In 1995 the scheme ceased to be a national trunk road priority. More recently in 2001 the A12 south of the bascule bridge was detrunked. In 1996, Suffolk County Council took over responsibility for the construction of the South Lowestoft Relief Road and the Northern Spine Road. This responsibility does not include a third crossing linking these two routes.

7.60 The District Council supports the principle of creating a third crossing of Lake Lothing and considers an assessment is required of the justification for providing such a link between the proposed South Lowestoft Relief Road and the Northern Spine road as part of an integrated project to deal with transport problems and issues in Lowestoft.

7.61 The Council intends to work with local groups, organisations and businesses to examine the case for such a project and to campaign for the scheme, including lobbying the Highways Agency and Suffolk County Council to include an appropriate project in future transport policies and programmes.

7.62 Although this is a long term objective and does not figure in the current Structure Plan, the Council will seek to work with relevant partners to ensure that such feasibility studies as are necessary to justify the case for such a project, in order to support its long term objective, are undertaken in time for the next Structure Plan review.

Market towns

7.63 Whilst Lowestoft may exhibit the most intense problems of deprivation within Waveney, the rural areas and the market towns also suffer through both poor access and a decline in services and facilities. The centres of these towns also contain Conservation Areas and many historic buildings. Three of the four market towns have recently undertaken community based approaches to regeneration, identifying needs and concerns within the town and the surrounding rural areas. This work, together with other local consultations, is forming the basis of Local Transport Action Plans being prepared by Suffolk County Council.

Beccles

7.64 The street pattern within the town originates from the old medieval settlement and is not well suited to today's volumes of traffic using narrow roads. Improvements to pedestrian safety began with the pedestrianisation of Sheepgate in 1988. The 1996 Local Plan envisaged the pedestrianisation or pedestrian priority measures of both New Market and Blyburgate. It was felt that the benefits of creating a largely traffic free zone in New Market in what is one of the most intensely used areas of the town centre, would outweigh any impact on existing traffic flows. Indeed it was considered that creating such a pedestrian refuge would prevent the current circular flow of cars around the town centre looking for parking spaces.

7.65 Blyburgate is the main pedestrian route from the town centre to the 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. In view of these difficulties it is felt that pedestrian safety needs to be improved whilst still allowing passage of appropriate vehicles.

7.66 The Old Market is located to the north of the town centre. It is enclosed by buildings of fine architectural and historic quality, some of which are listed. This gives it a special quality and attraction. The area, however, is underused as a public space as the

large central part is used for bus waiting and unloading. Whilst buses will continue to set down and collect passengers here the amount of space taken up by this activity can be substantially reduced. This will provide an opportunity to consider environmental improvements which could include repaving, planters, landscaping and seats.

7.67 Proposals are also put forward for the creation of gateways which encourage environmental improvements along key routes to the town centre from Beccles Quay along Northgate and from the station up Station Road respectively.

7.68 These proposals and other significant changes have been endorsed in the work of the Beccles Town Council Transport Committee, consisting of representatives from local groups and organisations, in a Transport Plan for Beccles in November 2000. The aim was for a plan which enhances the economic vitality of the town, the safety and mobility of all, protection of the town's environment and fabric. The proposals aim to tackle orbiting traffic in the town centre, more efficient use of car parks, environmental improvements, traffic calming, cycle routes and safe routes to schools. These proposals form the basis of a Local Transport Action Plan for the town currently being prepared by Suffolk County Council.

T4 Pedestrian priority and environmental improvements are proposed for Beccles in the following locations:-

- 1. Pedestrian priority schemes for Blyburgate and New Market;**
- 2. Environmental enhancement scheme for Old Market.**

Beccles Southern bypass

7.69 Beccles was bypassed by an east-west route in the early 1980s. In order to avoid traffic using the town's central area and historic core, local residents have campaigned for an east-west relief road to the south of the town. It is thought that such a route would help to alleviate the town centre of through traffic,

provide a more attractive link for traffic heading to Halesworth and the A12. The Structure Plan identifies this scheme as one of several which were accorded the highest priority after the current list of schemes have been implemented. As an uncommitted scheme, however, it will be subject to a reassessment at the appropriate time. The District Council generally supports the principle of the scheme although no route has been identified at this stage.

Halesworth

7.70 It is generally accepted that the pedestrianisation of the Thoroughfare has been a success. This street now provides not only an attractive traffic free environment but it is also the focus for other activities eg. street fairs. The Local Transport Action Plan for Halesworth proposes resurfacing the carriageway at the southern end of the Thoroughfare adjacent to the Angel link road. This will involve the widening and resurfacing of the footway and the planting of trees between the Angel PH and the mini roundabout. This will not affect the use of the road but it will draw to users' attention that they are entering somewhere different. Such traffic calming measures may also be proposed along Chediston Street. In order to assist with better access for cyclists it is proposed to make dual use of Swan Lane for cyclists as well as pedestrians.

Southwold

7.71 Traffic congestion and car parking, particularly during the summer months continue to be issues in Southwold. The District Council controls off street parking areas at the Pier and the Harbour. Elsewhere parking is provided by the Town Council. The Town Council has permission for a car park at Mights Bridge. In order to increase opportunities for cycling a local cycle route is proposed across the marshes from York Road to the River Blyth.

Bungay

7.72 The Action Plan for Bungay has concentrated on issues around the schools on Hillside Road East including a Safely to School Initiative. Bridge Street is

being considered for one way traffic away from the town centre. In addition, an experimental lorry ban will be implemented which prohibits lorries entering Broad Street from the bypass but allows lorries through the town centre from the direction of Halesworth. Other proposals included a study to either remove or slow traffic from town centre streets, a pedestrian crossing in Earsham Street and by the new Doctor's surgery and more tourist and car parking signs.

A144 Bungay bypass

7.73 The A143 Bungay east-west bypass gives no benefit to traffic approaching the A144 from the south which has to negotiate narrow streets through the town centre. Heavy goods vehicles travelling through Bungay town centre remain a cause for concern. There is considerable local support for a north south bypass. The Structure Plan identifies this scheme as one of several which were accorded the highest priority after the current list of schemes have been implemented. As an uncommitted scheme, however, it will be subject to a reassessment at the appropriate time. The District Council generally supports the principle of the scheme although no route has been identified at this stage.



Kessingland

7.74 The Local Transport Action Plan for Kessingland is currently considering a number of local issues and concerns. In particular concern has been expressed about the need to provide adequate parking for those people requiring access to the beach. There are no firm proposals at the present

time, but should ideas become clearer then they will be incorporated within this Local Plan.

7.75 A key objective of PPG13 Transport is to promote accessibility to jobs, shopping, leisure facilities and services by public transport, cycling, and walking. This was accepted in the responses to the Issues Report. This is also important for social inclusion objectives. Not everyone has access to a car. Those without a car should not therefore be disadvantaged. We can promote better access through land use planning policy by:-

- locating development in areas with good access;
- ensuring major developments are accompanied by an analysis of their ability to reduce reliance on the use of the car by assessing the accessibility of particular locations;
- promoting mixed use schemes, and promoting better design and developing safe and attractive places for people.

7.76 Generally the most accessible locations will be within the main urban areas and particularly the town centres of Lowestoft and the four market towns.

7.77 Where development has significant transport implications developers will be required to prepare a Transport Assessment. "Significant" here is defined as those proposals which have more than a localised impact on the immediate area. As a guide, significant developments will be identified by reference to the thresholds used in PPG13: Transport Annex D. This includes, for example, a threshold of 1000sqm for retail development. Transport Assessments should be submitted at the same time as the planning application. The Transport Assessment should consider not only the vehicular access to the site and the impact of development on the local road network, but also the potential for access by all forms of transport. In particular, the Council will want to ensure that all major new development is capable of being served by public transport and that the development puts forward proposals for employees or users to walk or cycle. In addition, the Council will also consider the

location of the proposal in relation to key community facilities such as primary schools, health centres, convenience shops, local businesses and community centres as appropriate. Policy T5 also needs to be read in conjunction with Structure Plan policy T14 which outlines the main issues to be taken into account in preparing a Transport Assessment.

7.78 Other proposals with less significant transport implications will be considered against the core development control policies.

T5 Proposals having significant transport implications will be accompanied by a Transport Assessment.

7.79 Government policy is directed towards the achievement of a more integrated approach to planning and transport. This approach involves promoting more sustainable choices for people, promoting development in accessible locations and reducing people's reliance on the car. Planning policies in the Structure Plan set out transport policies and programmes which reflect a hierarchy of modes giving priority to walking, cycling, public transport and then taxis and car pooling initiatives followed by essential services and finally other motor vehicles.

Walking

7.80 Walking is an efficient and healthy mode of travel. Many shorter journeys can be undertaken on foot.

7.81 Suffolk's Local Transport Plan sets out a strategy for walking in the county as a whole. The overall aim is to increase the proportion of trips taken on foot. Measures set out in the Local Transport Plan include giving priority to improve walking within and into urban areas, encouraging safely to school initiatives and ensuring walking is fully integrated with other transport modes.

7.82 The Local Transport Action Plan for Lowestoft incorporates proposals for walking. The Plan found that the town faced a number of concerns including pedestrian and vehicular conflict, narrow footways, a lack of crossing facilities, footways obstructed by street

furniture and some pedestrian and cycle conflicts particularly at the Oulton Broad and bascule bridges.

7.83 Lowestoft is still a reasonably compact town where many trips, even from the outer fringes, can be made on foot. Improvements are necessary in order to encourage the journey on foot to take place and to make the routes as attractive as possible. There is also a need to ensure that adequate and attractive routes exist to get access to concentrations of employment, major services and facilities. In addition, Lowestoft's location close to the beach and the Broads means that there is also an opportunity to create routes linking residential areas to the countryside and the sea.

7.84 A series of Health Walks are being promoted in the Lowestoft area. These are recreational routes using areas of interest to encourage people to walk either just as a healthy enterprise in itself or to help people recover from illness. Waveney has also gained funding for a "Home Zones" project in Cambridge Road and Oxford Road. The objective is to change the environment so that streets are used by the community to meet, socialise, play and relax.

7.85 The Walking Strategy for Lowestoft puts forward a series of measures that aim to address the identified issues. These include many proposals that have no direct land use involvement, as they are generally incorporated within the highway.

7.86 Outside Lowestoft responses to our questionnaire and Issues Report suggest that local people already walk to local shops and facilities. There is, in addition, an extensive network of definitive footpaths linking towns and villages with the countryside.

7.87 Land use planning policy can assist the general encouragement of walking by designing new developments with pedestrians in mind. Safer walking environments can be created by encouraging major traffic generators to make pedestrian access a priority. All these concerns are addressed in the above policies. In addition, Policy T3 sets out a list of pedestrian and pedestrian priority schemes aimed at making walking more attractive in central Lowestoft.



Cycling

7.88 Waveney is a good place for cycling. It is generally flat and there is a history of provision of dedicated cycle routes and provision particularly in the towns. In the countryside, many country lanes provide an enjoyable cycling experience. Not only do people use their cycles for journeys to work but there is easy access to the coast and countryside for recreational cycling. There has also been a revival in the interest of cycling as a form of exercise. The percentage of journey to work by cycle in Lowestoft is above the national average.

7.89 Suffolk's Local Transport Plan has an overall aim to increase the proportion of trips taken by cycle in Suffolk. The objectives for cycling include improving the image of cycling, to promoting cycling with other modes and ensuring cyclists have safe and convenient access to services and facilities.

7.90 Suffolk County Council has prepared a Cycling Strategy for Lowestoft (2000). This identifies a cycle network based on a hierarchy of routes, strategic, district and neighbourhood.

- Strategic: Fast, direct route with favourable treatment at main road junctions (on separate cycle tracks, alongside or on main roads) at intervals of 500m. Strategic routes are intended to provide a safe and continuous network through the town and into the centre.
- District: connecting strategic routes on general roads or separate cycle tracks at intervals of about 200/300m.
- Neighbourhood: connecting strategic and district routes on minor roads at intervals of about 100m.

7.91 The Cycling Strategy proposals include crossing facilities, widening of existing footways to accommodate cyclists, and identifying cycle lanes on roads. The majority of this work has no land use implications.

7.92 Outside Lowestoft, cycling strategies have been prepared for Beccles and Halesworth. In addition cycling is encouraged in the Suffolk Coast and Heaths and recreational cycling routes have been prepared for the Upper Waveney Valley.

7.93 The National Cycle Route between Hull and Harwich makes its way through the District via Beccles and Halesworth. In addition sections between Beccles and Lowestoft will form part of the National Cycle Network. The Local Plan can help to safeguard routes or part of routes to facilitate the achievement of this network.

7.94 Various parts of the National Cycle Route, however, are not up to an adequate standard, which is expected to be in place for when the Route is officially opened in 2005. One of these parts is within Halesworth. Halesworth itself has the potential for being a centre for cycle tourism in view of its rail links and access to the coast and countryside.

7.95 Part of the National Cycle Route Network between Beccles and Lowestoft is expected to be used by cycle commuters as well as for leisure purposes. This route will also mean that Lowestoft is linked with

the countryside through a network of cycle routes using relatively quiet country lanes. A new path is proposed from Chapel Road to Wood Lane, to the west of Carlton Colville.

7.96 This Plan puts forward further schemes which contribute to the overall cycle network for Lowestoft. Funding will be available for some of these schemes through the Local Transport Plan. This list also includes the cycling proposals associated with the construction of the South Lowestoft Relief Road and schemes in the other towns.

T6 Cycle routes are proposed in the following locations:

1. Great Eastern Linear Park (Church Road to Yarmouth Road), Lowestoft;
2. From railway line, south of Lakeland Drive to Bridge Road, Oulton Broad;
3. Former railway line, north of Corton;
4. Chapel Road to Wood Lane, Carlton Colville;
5. Worlingham to Beccles.

Horse Riding

7.97 Waveney's geography enables horse riding as a recreational pursuit. Whilst the District has a number of bridleways the network is fragmented. Policy DC19 expects developers to retain existing bridleways or make provision for their reinstatement.

7.98 One of the aims of the British Horse Society is to create a strategic network of national and regional routes coupled with community circuits which will be of more local use. The Society has a long term aim of creating a route extending from London to Norfolk which passes through the District.

Public Transport

Rail

7.99 Development is being directed towards more sustainable locations which have access to a good range of services and facilities. It is intended that these areas are either already well served by public transport or that further development will enable the public transport operators to improve existing services. The need to improve public transport, its safety, frequency and reliability was a critical concern in responses to the Questionnaire and the Issues Report.

7.100 The East Suffolk Railway Line and the Lowestoft-Norwich (Wherry Line) carry large numbers of people at peak times. Suffolk County Council and Waveney District Council have consistently stressed the importance of these two railway lines in helping to overcome Waveney's geographical isolation. Anglia Railways are promoting both these routes for their tourism potential. Both lines now have real time passenger information and the authorities are working with the railway companies to promote better information and improve facilities for passengers including better bus, cycle, pedestrian and car interchanges at stations.

7.101 The introduction of a limited daily direct rail service to London Liverpool Street has provided a valuable psychological boost to the community. Waveney continues to want to make the most efficient use of its rail link and the Council supports the proposal for a passing rail loop, probably at Beccles Station, which will help to increase use and frequency.

Buses

7.102 In Lowestoft, the County Council, in partnership with statutory bodies and the other local authorities, has prepared a vision for buses with the aim of delivering a high quality, fully accessible, frequent network that provides journey opportunities across Lowestoft and Waveney District. A similar vision for the whole of Waveney is in the course of preparation.



7.103 The prevailing feature of the bus network in Lowestoft is the lack of any cross-town routes due to the presence of the bridges. All current routes from the bus station go in either a northern or southerly direction. Part of the vision for the town is the realisation of a Quality Bus Partnership. The idea is that the new network will link the northern and southern halves of the town with a high frequency route. It will serve all areas and link especially deprived wards with centres of employment, education and health facilities. The network will also provide an enhanced evening and Sunday service. The Quality Partnership will strengthen bus services in the corridor between Lowestoft and Yarmouth. This will have the added dimension of improving connections with the James Paget hospital. This Quality Bus Partnership envisages improvements along the following routes:

- Gunton to Grove Way
- Oulton Rock estate to Carlton Colville
- Oulton Rock Estate to Kessingland
- Burnt Hill to Pleasurewood Hills
- developing the Lowestoft Great Yarmouth corridor

7.104 We also need to encourage a greater integration between modes of transport, particularly in central locations where there is the greatest concentration of services and facilities. Where there are good public transport facilities, people can be encouraged to leave their car at home. In Lowestoft,

such an interchange will allow links from the rail services to an enhanced bus network in a safe environment with access to a range of transport information. In Beccles, an area to the north of the station is proposed for short term parking and a waiting facility for buses. This will be served by a separate access from the north. Interchange facilities here will permit the land immediately in front of the station to be paved as a pedestrian priority area, which will form a much needed environmental improvement. This overall package includes residential development on the George Westwood Way frontage (Policy H1).

T7 Interchange facilities will be created at the following locations:

1. Lowestoft Station;
2. Beccles Station, including pedestrian priority of the forecourt area.



Green Travel Plans

7.105 If the overall approach of reducing reliance on the car and encouraging public transport, cycling and walking is going to work then there is a need to tackle this issue on a number of fronts. The Government wants to encourage widespread use of green travel plans. Such plans should assess reductions in car usage, security for pedestrians and cyclists and more environmentally friendly delivery and freight movements. Travel plans will be helpful in mitigating the impact of traffic on a specific planning application but they should not be used to allow

inappropriate development. As a guide, Travel Plans will be requested for all new developments which meet the thresholds as set out in PPG13: Transport Annex D.

T8 Proposals for major non-residential developments will be accompanied by a green travel plan.

Water Transport

7.106 The idea of a water taxi has been suggested in the Lowestoft Transport Action Plan. This could link Oulton Broad with the town centre, particularly in the summer tourist season. This could have the benefit of revealing the north and south shores and maybe acting as a further catalyst to regeneration.

Parking

7.107 The availability of parking has a major influence on the means of transport people use for their journeys. Parking takes up a large amount of space even in areas well served by public transport. Green Travel Plans may help organisations explore ways of reducing their employee's reliance on the car and their costs in terms of using less land for parking. We also need to ensure that a balance is achieved between promoting sustainable transport choices and making sure our town centres remain vital and viable.

7.108 Currently Suffolk County and Waveney District Councils are jointly undertaking a review of parking policy. The review will adopt a zonal approach to parking in Lowestoft and the market towns, by designating on street and off street areas for short, medium and long stay purposes. This zonal approach will be backed by an appropriate pricing structure. The need for further residents parking schemes is also being considered in this review.

7.109 Structure Plan Policy T9 'Development-related car parking' indicates that off-street parking provision should reflect the type of development, its location and accessibility by non car modes and be in accordance with the Suffolk Advisory Parking Standards (Policy DC20 refers).

7.110 Car parking provision for new developments should not exceed the levels set in the Standards. In areas of good access by non car modes, parking provision for new development may be sought below the Standards levels. In Waveney, it is considered that the only location capable of meeting this criterion is Lowestoft town centre. Accordingly, within the area shown on the proposals map, proposals for development may be required to provide for a level of parking provision which is below the provision set out in the Standards. Where these circumstances occur then a contribution to sustainable transport measures may be required.

7.111 For any development, anywhere in the district, where the access requirements will add individually or cumulatively to the need for further provision, it may be appropriate for developers to make a contribution to measures to improve sustainable transport in accordance with Structure Plan policy T9. This would apply particularly to those proposals where on site parking is less than the maximum set out in the Standards.

T9 Where adequate alternatives to the car exist, in the central area of Lowestoft, parking requirements associated with proposals for development may be permitted below those set out in the Suffolk Advisory Parking Standards. Where appropriate, the Council will expect developers to enter into a planning obligation to provide measures for public transport, cycling and walking, instead of making parking provision on site.

7.112 In Beccles, town centre parking spaces are greatly in demand and of particular benefit to people who find it difficult to walk. Pressure for on street and off street parking is greatest during the summer months but generally there is sufficient space to accommodate present demand. Land at Hungate provides the best location immediately to the rear of shops on New Market to meet a demand for short stay parking. This would also create the opportunity to provide a more efficient layout of parking in an

awkward shaped site.

T10 Land is safeguarded for an extension to the Hungate car park in Beccles.

Roadside Facilities

7.113 Where roadside facilities are felt to be necessary it is considered that they should be well located in relation to an existing settlement, on the principal road network and not within the open countryside.

T11 Proposals for roadside facilities (including petrol filling stations and refreshment and accommodation facilities) will not be permitted unless the site is well related to the built form of a settlement and is on a principal road. Proposals should avoid being located in the open countryside.



8. PROTECTING AND IMPROVING OUR ENVIRONMENT

8. Protecting and Improving Our Environment

Policy Background

8.1 Protecting and improving our environment has, in the widest sense, always been a central aim of the planning process. It is a key element of the land use strategy for the District. Broadly, this chapter of the Plan can be divided into four themes:

- Protecting and improving our countryside, landscape, natural features (trees, hedgerows, water courses etc.) and biodiversity;
- Our approach to the changing coastline;
- Protecting and enhancing the built environment of our settlements, in particular those areas and buildings of particular architectural and/or historic interest; and
- How we deal with the issues surrounding sources of renewable energy.

Government Guidance

8.2 Over and above the general principle of sustainable development which underpins Government Guidance, advice on specific issues covered by this chapter can be found in a range of PPGs including:

- PPG7 The Countryside - Environment Quality and Economic and Social Development (February 1997). PPG 7 emphasises the Government's objectives to meet the economic and social needs of people who live and work in rural areas. In this context the objectives seek to promote the efficiency of rural businesses and to improve the viability of existing villages and market towns. In addition they aim to maintain and enhance the character of the countryside, conserve its natural resources and safeguard its landscapes including those of historic or archaeological interest. The Government's policy is that the countryside should
- be safeguarded for its own sake and that the best and most versatile agricultural land should be protected. Draft Planning Policy Statement 7 - Sustainable Development in Rural Areas, was published for consultation in September 2003. The document emphasises that the planning system should allow rural areas to thrive economically, particularly by allowing the farming community to diversify, whilst still offering appropriate protection to the countryside and its environmental qualities. A more positive approach to the provision of housing to meet local needs is promoted. A major change proposed in the Draft document is the removal of local landscape designations, such as Special Landscape Areas in Waveney, as policies set out in the PPS, when incorporated into development plans, should provide sufficient protection for the countryside.
- PPG9 Nature Conservation (October 1994) - sets out the main statutory nature conservation obligations under domestic and international law and associated planning controls. It emphasises the importance of both designated and undesignated sites as areas of nature conservation.
- PPG15 Planning and the Historic Environment (September 1994)- sets out the Government's policies for the identification and protection of historic buildings and conservation areas and other aspects of the historic environment.
- PPG16 Archaeology and Planning (November 1990) - sets out the planning controls and procedures in relation to archaeological sites including Scheduled Ancient Monuments and other sites of archaeological interest.
- PPG22 Renewable Energy (February 1993) - emphasises the importance of renewable energy in diversifying the sources of supply and reducing the dependence on finite resources and limiting the emissions of harmful greenhouse gasses. However, the document did not envisage extensive renewable energy development and was

essentially defensive. In order to reflect changes in government policy outlined in the Energy White Paper in February 2003 (for the purposes of planning), the draft version of PPS22 for consultation, (which, when finalised, will replace PPG22), was published in October 2003. It takes a much more positive approach to renewable energy development and is intended to enable the expansion of the renewable energy sector so that the United Kingdom can meet national and international targets for the reduction of the emission of greenhouse gases.

- PPG 20 Coastal Planning (September 1992) - sets out the role of the planning system to reconcile development with the need to protect, conserve and improve the landscape, environmental quality, wildlife and recreational opportunities of the coast. In particular the PPG recommends policies for areas at risk from coastal erosion.

Regional Planning Guidance RPG 6 (November 2000)

8.3 Whilst promoting a sustainable vision for the region which promotes economic opportunities the RPG also wants to ensure that natural resources are conserved. It encourages development plans to protect and enhance the environment through the quality of design, the conservation of important features and enhancement of biodiversity.

Suffolk Structure Plan (June 2001)

8.4 One of the strategic aims of the Structure Plan is to sustain and enhance the built and the natural environment. This aim is reflected in a wide range of policies which seek to conserve designated landscapes, protect wildlife sites, protect the built heritage and also promote energy conservation and renewable energy.

Local Circumstances

8.5 The Council is actively involved in a number of projects, schemes and partnerships to protect and improve our natural and built environment, examples include:

- Heritage Economic Regeneration Schemes (HERS) in Lowestoft, Beccles and Halesworth, which provide an opportunity to undertake environmental improvements within Conservation Areas, including offering grant aid to property owners.
- The Suffolk Coast and Heaths Partnership, a broad based group, which reflects the wide range of interests in the AONB (local authorities, government agencies, land owners and conservation, business and community groups etc.). Along with the Countryside Agency and various other local authorities in Suffolk and Essex, the Council also contributes to funding and steering the Suffolk Coast and Heaths Unit, a team which undertakes a wide range of work in conserving and enhancing the AONB and raising awareness of the area's special qualities.
- The Upper Waveney Valley Countryside Project, involved in a wide range of practical work conserving, enhancing and promoting understanding of the Waveney Valley upstream of the Broads Authority. The project aims to balance the conservation of this valued landscape with promoting sustainable recreation and tourism. The council is a funding partner in this project.
- Lowestoft to Thorpeness Coastal Process and Strategy Study (March 2001). This strategy builds on the Shoreline Management Plan by examining the issues in the context of specific strategic implementation options. A similar study was undertaken for the coast northwards from Lowestoft.

Objectives

1. ***Safeguarding and improving the natural environment***
2. ***Safeguarding and improving the built environment and historic features***

Policies and Proposals

Suffolk Coast & Heaths Area of Outstanding Natural Beauty (AONB) and Heritage Coast

8.6 Areas of Outstanding Natural Beauty (AONBs) were designated by the predecessor to the Countryside Agency in order to protect areas valued for their landscape quality and natural beauty. The emphasis is on conserving and enhancing the natural beauty within AONB's, whilst recognising that they also encompass thriving communities and businesses and are valued for their recreational opportunities. The Suffolk Coast and Heaths AONB covers the coastal strip from the Hundred River, south of Kessingland, to Felixstowe in Suffolk Coastal District and also includes the coastal stretches of the Shotley peninsula in Babergh District. Within Waveney, the AONB extends inland to Mutford, Wrentham and Wangford. The AONB in Waveney is characterised by large scale, wide open and peaceful landscapes of river valleys, estuaries and the acid heathy uplands along with a linear, largely isolated coastline of erosion prone low cliffs and beaches. These provide a variety of habitats including heath, reedbed, grazing marsh, woodland and saltmarsh. Landscaped parkland, a feature of the AONB as a whole, is found at Henham and Benacre. The settlement pattern generally consists of isolated farmsteads and nucleated villages, with the exception of the larger settlements of Southwold and Reydon. A stretch of Heritage Coast also lies within Waveney, falling entirely within the AONB. The aim of the Heritage Coast designation is to promote the enjoyment of the area whilst protecting its natural beauty and improving the quality of inshore waters and beaches.

8.7 Local Authorities have a statutory duty under the Countryside and Rights of Way (CROW) Act 2000 to have due regard to conserve and enhance the natural beauty of the AONB when carrying out their functions. The planning function is clearly one where the actions of the Council can have a considerable impact on the landscape of the Area. The CROW Act also places a duty on Local Authorities to produce and publish a management strategy for AONBs, acting jointly with other authorities where appropriate. Within the Suffolk Coast and Heaths area, this task has been undertaken by the Suffolk Coast and Heaths

Partnership. The Suffolk Coasts and Heaths Management Strategy formulates local authority policy and action in relation to the management of the AONB and therefore informs land use policies in the Local Plan. Draft PPS7 advises that planning policies should allow development which is necessary to facilitate the economic and social well being of the communities of the AONB, including the provision of adequate housing to meet local needs, and resist development which would not conserve the natural beauty of the landscape and countryside. The Council will take into account the contents of the Suffolk Coast and Heaths Management Strategy and resist development which would conflict with its aims and objectives. Consideration will also be given to the Landscape Character Guidelines, for particular types of landscape, produced by the Suffolk Coast and Heaths Unit.

8.8 Generally major development will be resisted within the AONB and Heritage Coast except in exceptional circumstances where it can be clearly demonstrated that there is an overriding national need for the development and that there are no suitable alternative locations. Where development occurs because of an overriding national need the Council will expect the removal of the development and the restoration of the site, should that use later become redundant. Development situated outside the AONB can have a significant impact on the landscape and natural beauty of the Area. As such proposals for development in these locations will be treated as though they fall within the AONB boundary. Environmental Impact Assessments (EIAs) will be required to accompany planning applications for developments which would be likely to have a significant effect on the AONB.

ENV1 Within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, including the Heritage Coast, development which does not conserve or enhance the natural beauty of the Area will not be permitted unless it is demonstrated that there is an overriding national need for the development and no alternative site can

be found. Where development proceeds because of an overriding national requirement, removal and restoration of the site will be required in the event of redundancy.

On the same basis the Council will also not permit development on land outside the Suffolk Coast and Heaths which would result in material harm to the Area or its setting.

Land adjacent to the Suffolk Coast and Heaths, Kessingland

8.9 Between Kessingland and the Suffolk Coast and Heaths boundary, at the Hundred River, the land slopes southwards making any development south of Church Road and Whites Lane particularly prominent. This area would generally fall within the remit of the above policy. It is an area of a similar character and landscape and consequently it is considered important to define a specific area to which the policy should apply. In order to protect the AONB and its setting, intrusive development will be resisted.

ENV2 On land between Church Road and Whites Lane, Kessingland, and the Suffolk Coast and Heaths Area of Outstanding Natural Beauty boundary, development which does not conserve or enhance the natural beauty of the AONB will not be permitted unless it is demonstrated that there is an overriding national need for the development and no alternative site can be found.

Special Landscape Areas

8.10 A number of areas within Waveney are recognised for their local landscape importance. These have been designated as Special Landscape Areas (SLA). The criteria for designating SLAs include river valleys, historic parks and gardens and other areas where topography and natural vegetation combine to produce a special quality (ref. Suffolk

Structure Plan Policy ENV8). Within Waveney the SLA covers three main areas:

- along the northern boundary of the District following the Waveney Valley and adjoining the Broads Authority area;
- the Hundred River Valley, inland from Hulver Street; and
- the Blyth Valley around Halesworth and Holton.

8.11 The Council wishes to see the special character of these areas conserved and enhanced. Consideration will also be given to the sensitivity of areas adjacent to SLAs which often contribute to their setting and designation. In the light of the government's draft advice in PPS7 that local landscape designations should be removed, Waveney will reconsider its policy approach to Special Landscape Areas when the full PPS is published.

8.12 Along the Waveney Valley from Bungay to Homersfield, the District Council actively supports the work of the Upper Waveney Valley Countryside Project to enhance the Area's landscape and biodiversity and improve both public awareness and understanding of the area and facilitate access for sustainable recreation.

ENV3 Development which would have a material adverse impact on the landscape character and special qualities of the Special Landscape Areas will not be permitted, unless it is demonstrated that there is an overriding need for the development and no alternative site can be found.

The Broads Landscape

8.13 Part of Waveney District, along the floodplain of the River Waveney, at Oulton Broad and within Oulton and Flixton Marshes, falls within the Broads Authority Area. The Broads is recognised as being of national importance for its landscape quality and rich natural and cultural heritage. Much of the Plan area boundary adjoining the Broads is already designated

as Special Landscape Area. In places the Broads Area extends into settlements including Northgate and Ballygate, Beccles, Bridge Street, Bungay and around Oulton Broad.

8.14 The Broads Authority is a planning authority in its own right and, consequently, a separate Local Plan exists for the Broads Area. However it is possible that development within the Waveney Local Plan area could have a negative impact on the Broads Area, particularly in terms of landscape and visual intrusion.

ENV4 Development will not be permitted where it would have a material adverse impact on the Broads Landscape unless it is demonstrated that there is an overriding national need for the development and no alternative site can be found.

8.15 The Council recognises that outside designated areas of high landscape quality it is still important to conserve and enhance the landscape through sensitive design, layout and landscaping of development. When resources permit the Council intends to undertake a landscape character assessment of the District in order to provide further guidance on the appropriateness or otherwise of particular developments. Such an assessment would break down the broad landscape types contained in English Nature/Countryside Agency Natural Areas (1996) map and provide more local guidance. An historic landscape characterisation project has been undertaken by Suffolk County Council. This project identified and mapped a range of historic landscape types and will play an important role as part of the landscape character assessment.

Strategic Gaps and Open Breaks

8.16 There are a number of locations throughout the District where important gaps in development exist either within or between settlements. Strategic Gaps are larger tracts of open land between settlements which help prevent their coalescence and retain their separate identities and are identified between Lowestoft and Kessingland, the area north of North

Lowestoft/Corton and the border with Great Yarmouth Borough, and between Halesworth and Holton. The Strategic Gaps in Lowestoft have been expanded from the previous Local Plan and now wash over islands in tourism use. Proposals for development in these areas will need to be considered against the specific tourism policies and the overall aim of the strategic gap. Existing planning permissions associated with these tourism uses will be respected, although they will need to be considered against the appropriate planning policies when considering any renewal. Open Breaks are smaller areas within the physical limits of settlements (Policy LP1) which provide 'green wedges' within the built up area and are identified at: Lowestoft Road, Carlton Colville; Dip Farm, Gunton; and Ollands Plantation and Meadows, Bungay. Both Strategic Gaps and Open Breaks make an important contribution to the visual amenity and character of the area. Although these areas are not protected by formal landscape designations it will be important to maintain their open nature.

ENV5 Development will not be permitted where it would prejudice the aims of maintaining the open character of the Strategic Gaps and Open Breaks.

Historic Parks and Gardens

8.17 English Heritage are responsible for compiling and maintaining a register of Parks and Gardens of Historic Interest. Inclusion on the register involves no additional statutory controls, but the historic interest of the park is a material planning consideration. Generally these parks and gardens form an essential part of the setting to important buildings and are significant in their landscape design. Only sites which include historic features dating from before 1939 are registered and graded by English Heritage. Within Waveney three sites are currently included on the register: Somerleyton Park (grade II*), Henham Park (grade II) designed by Humphrey Repton and Belle Vue Park (grade II) in Lowestoft. This was the first free park in Lowestoft laid out in the style of a formal pleasure park. Historic parks and gardens are also identified as special Landscape Areas

ENV6 Development will not be permitted where it would have a material adverse impact on the historic structure, character or setting of a Park or Garden of Historic Interest.

Common Land and Village Greens

8.18 A number of villages and settlements have land set aside as common land or as village greens. These are defined in a statutory register. A number of villages particularly in the west of the District are characterised by open common land interspersed between farms or groups of houses. Preservation of these unique features is seen as essential in preserving the distinctiveness of the District. Certain commons are also recognised for their nature conservation interest as County Wildlife Sites.

ENV7 Proposals for development which would have an adverse impact on common land or village greens will not be permitted.

Wildlife Conservation

8.19 The Council recognises the value of wildlife sites and species as an important resource for current and future generations. As such the Council will seek to protect both formally recognised, designated sites and also areas of wildlife interest, in order to safeguard valuable habitats and species and to maintain and enhance biodiversity. Biodiversity is a consideration in all planning applications and as such is covered by policies DC8 and DC9 in the Development Control chapter. Where development is proposed in any area covered by a wildlife conservation designation, it is likely that an environmental impact assessment will be required.

International Wildlife Designations

8.20 A number of sites within and adjoining the Waveney Local Plan area are recognised as being of international importance for wildlife conservation. These are covered by three main designations:

- Special Protection Areas (SPA) - designated under the EU Birds Directive 1979 to protect threatened bird species;
- Special Areas of Conservation (SAC) - designated under the EU Habitats Directive 1992 to protect other threatened plant and animal species and habitats, both on land and water;
- Ramsar Sites - internationally important wetlands designated under the Ramsar Convention.

8.21 SPAs and SACs together make up the Natura 2000 network of protected sites which extend across Europe. The Government recognises that many Natura 2000 sites reflect the influence of human activity, both past and present, and that this activity needs to co-exist with wildlife conservation.

Within Waveney the designated areas are:

- Benacre to Easton Bavants: SPA
- Benacre to Easton Bavants Lagoons: SAC
- Broadland: SPA and Ramsar Site (within the Broads Local Plan area)
- The Broads: SAC (within the Broads Local Plan area)
- Minsmere to Walberswick Heaths and Marshes: SPA and Ramsar Site (part within Waveney)

8.22 Not all of the above sites fall within the Waveney Local Plan area, either wholly or even in part. However, given the sensitivity of these sites and their international status, the Council wishes to ensure that development within the Local Plan area does not damage their integrity.

National Wildlife Designations and Protected Species

8.23 There are two types of national wildlife designation within Waveney, Sites of Special Scientific

Interest (SSSI) and National Nature Reserves (NNR). The designation of both SSSIs and NNRs is undertaken by English Nature. There is one NNR wholly within Waveney, at Benacre Broad. Small parts of the Suffolk Coast NNR lie within the district, on marshland at Reydon and Wangford and there are eight SSSIs covering a wide variety of habitats, species and geological features. Local Authorities have a statutory duty under the Countryside and Rights of Way (CROW) Act 2000 to take reasonable steps, consistent with the proper exercise of their functions, to further the conservation and enhancement of the features of the SSSIs for which they have been designated. For the full list of SSSIs see Appendix 4. In addition to specific sites a number of threatened species are also protected under the Wildlife and Countryside Act 1981, other British and European legislation and by listing in the Red Data Book. English Nature should be consulted on any planning application affecting protected species.

ENV8 Development will not be permitted where it would, directly or indirectly, have a material adverse impact on a

- 1. Special Protection Area;**
- 2. Special Area of Conservation;**
- 3. Ramsar Site;**
- 4. National Nature Reserve;**
- 5. Site of Special Scientific Interest;**
- 6. Site proposed for the above designations; or**
- 7. Species protected under specific UK and European species protection legislation or listed in the Red Data Book.**

Unless it is demonstrated that there is an overriding national need for the development and no alternative site can be found.

Development on sites containing Natura 2000 priority habitats and/or species will only be permitted where the development is necessary for reasons of human health or public safety.

Where development proceeds because of an overriding national need, significant habitat creation or improved management measures for existing habitats will be required.

Regional/Local Wildlife Designations

8.24 Suffolk Wildlife Trust, in conjunction with Suffolk County Council, have identified a substantial number of regionally important wildlife sites within the Plan area, known as County Wildlife Sites. These cover a wide range of habitat types in both urban and rural environments and include roadside nature reserves. County Wildlife Sites contribute to the protection of locally scarce habitats and species as well as to enhancing the general biodiversity of the area. Ancient woodlands are those areas of woodland which have had a continuous cover of native trees and plants since at least 1600AD and have not been cleared and/ or extensively replanted since then. A list of County Wildlife Site and Sites of Ancient Woodlands is included in Appendices 5 and 6. Regionally Important Geological/ Geomorphological Sites (RIGS) are in the process of being assessed and will be included in the policy when that assessment is complete.

8.25 In addition to County Wildlife Sites local authorities can, in conjunction with English Nature, designate Local Nature Reserves. Local Nature Reserves are designated both for their wildlife conservation potential and also the scope for facilitating public access, enjoyment and education about the sites.

ENV9 Development which would, directly or indirectly, cause a material adverse impact on a County Wildlife Site, Local

Nature Reserve or Ancient Woodland will not be permitted.



8.26 The Council wishes to see the establishment of additional Local Nature Reserves throughout the District. As well as securing the agreement of landowners, part of the process of designating a Local Nature Reserve is the requirement to set out a programme of active management through an agreed plan. The Council will work with landowners and appropriate local organisations to bring forward the designation of Local Nature Reserves as and when resources allow.

Agricultural Land

8.27 One of the overall objectives of this Plan is to reduce the amount of development on greenfield and agricultural land. Agricultural land is graded on a scale of 1 to 5 using the Department of Environment, Farming and Rural Affairs (DEFRA) Agricultural Land Classification, with grade 3 split into 3a and 3b. Government guidance emphasises the protection of the best and most versatile land, defined as grades 1, 2 and 3a, as a valuable national resource. Some uses of land, such as nature conservation projects or low key recreational uses, could be implemented without causing the irreversible loss of high quality agricultural land. Further detail on the use of agricultural land can be found in PPG7.

ENV10 Development which would result in the irreversible loss of DEFRA Grade 1 and 2 agricultural land will not be permitted.

8.28 Development resulting in the irreversible loss of DEFRA Grade 3a agricultural land will only be permitted where it is demonstrated that no suitable sites are available on previously used 'brownfield' land or lower grade agricultural land.

Tree Preservation Orders

8.29 Trees make a valuable contribution to the environmental quality of the District. Their loss can be very noticeable and replanting may only be a partial solution, particularly where wildlife interest is involved. The core development control policies seek to protect existing features, including trees, on sites proposed for development. Additional powers exist for the protection of trees which make an important contribution to local amenity and the local environment. Where these trees are thought to be under threat the Council can impose a Tree Preservation Order. A county-wide survey of veteran trees is shortly to be undertaken, to map their locations. A veteran tree is one that is old relative to the longevity of other trees of the same species, that is in an ancient stage of its life or that has biological, aesthetic or cultural interest because of its age. When the survey is completed, the Council intends to give veteran trees the same degree of protection as those with TPOs.

ENV11 Development which would result in the loss of a tree/trees protected by a Tree Preservation Order will not be permitted.

The Coastal Zone

8.30 The coastal zone within East Anglia offers places for tourism, wildlife, maritime industry and employment. Where the coastal zone occurs within an urban area there are often competing uses. In Lowestoft, for example, the coastal zone is important for the port, fishing and North Sea related industries, tourism, leisure, residential, general industrial and commercial uses, sewage treatment and waste disposal facilities. All these types of uses are concentrated within a relatively small area.

8.31 The region suffers some of the most dramatic losses of land in the country through coastal erosion and its history has many examples of communities that have been lost to the sea. The 1953 floods are still remembered as an example of the devastating effects of the sea. There is a need to consider the coastal zone, as a whole, from a sustainable development perspective, so that appropriate policies are debated fully with all the bodies and organisations having an interest in the coast. Unfortunately, the timescale for this review of the Local Plan has not allowed this more comprehensive approach to take place.

8.32 The division of responsibilities for the coastline is such that the Environment Agency 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.

8.33 The publication in 1992 of PPG20, Coastal Planning, and PPG25, Development & Flood Risk, 2001, 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 aims 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 inland subject to erosion by the sea or to defend land which might be inundated by the sea " 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 should be clearly identified and mapped, and shown in development plans" (paragraph 2.16, PPG20)

The Shoreline in Waveney

8.34 The Waveney coastline measures approximately 26 km of which the District Council is the responsible authority for approximately 18 km. Management of the remainder is shared by the Environment Agency and Associated British Ports.



8.35 The urban areas of Corton, Lowestoft and Pakefield, Kessingland and Southwold are provided with defences which offer varying standards of protection against coastal erosion or flooding. Outside the towns, the coast is generally undefended. These locations also tend to coincide with areas of high landscape importance (Suffolk Coast and Heaths Area of Outstanding Natural Beauty and the Suffolk Heritage Coast) or areas of interest for their wildlife importance (National Nature Reserves and Sites of Special Scientific Interest and County Wildlife Sites). Invariably a number of designations overlap and these areas are also Special Protection Areas and Special Areas of Conservation. Indeed it is often the very nature of erosion which generates the interest as in receding cliffs revealing geological formations. Environmental habitat and conservation legislation has created a requirement for the management of valuable sites to ensure no net loss of environmental interest.

8.36 Undefended lengths of coastlines have the potential to contribute to the formation of future shorelines. When they erode, they are capable of releasing significant quantities of material that would usually remain within the local sediment system in the near shore zone. The process is beneficial for coast protection because the local beach and near shore sediment system are continually fed, which partly offsets erosion losses.

8.37 Management of Waveney's coastal frontage is undertaken within a strategic appraisal and implementation framework as prescribed by the Department for Food, Environment and Rural Affairs (DEFRA). DEFRA guidance recommends that strategic

planning and appraisal principles are considered in relation to all management, maintenance and construction activities. This ensures that proposals are assessed in an holistic manner, which identifies and considers potential impacts, the interests of other parties and a wide range of potential options. The outcome of this process is a proactive management approach that seeks to avoid disruption to natural processes, encourages defence measures that are technically sound and sustainable in the long term within the constraints of available funds.

8.38 The DEFRA process is currently applied through a range of planning stages:-

- Large scale high level plans e.g. Shoreline Management Plans
- Strategy plans e.g. Lowestoft to Thorpeness Strategy Study
- Scheme appraisal studies e.g. Corton Project Appraisal Report

8.39 In 1998 the Council adopted two Shoreline Management Plans (SMP) for the Waveney part of the East Anglian Coastline. In an SMP, the coastline is divided into a number of management units. Each is assigned a management policy varying from "do nothing" to some form of intervention. The management policies from the SMP's were adopted as Supplementary Planning Guidance in January 1999 (SPG 9).

8.40 During 2000/2001 Coastal Strategies were prepared for stretches of coastline from Lowestoft northwards to Gorleston and southwards to Thorpeness. These strategies took the opportunity to review the management policies of the SMP in the light of current guidance. This has resulted in the particular instance at Corton in the reassessment of the policy to maintain the existing defences. A scheme has now been put in place that provides reasonable protection of the Corton frontage for approximately twenty years.

8.41 In view of the changes to management policy put forward in the Coastal Strategies, the

Supplementary Planning Guidance will need to be updated. The Shoreline Management Plans for the East Anglian coastline is being reviewed in accordance with latest DEFRA guidelines. The SMP review for Sheringham to Lowestoft (Ness Point) is expected to be complete by spring 2004 whilst that for Ness Point to Harwich is programmed for completion by 2005.

8.42 Coast defence works planned by other operating authorities and private frontages within and adjacent to Waveney are subject to legislation that requires consultation with the District Council (Coast Protection Act 1949) and the Environment Agency (Water Resources Act 1991). This requirement is in addition to the normal planning process. The District Council and the Environment Agency will use this process to satisfy themselves that there is no unacceptable coastal erosion or flood risk associated with the works. Any defence schemes will need to assess their impact on the environment, taking into account the wealth of landscape and wildlife designations along the coast. Proposed schemes will also need to be assessed against any impact they may have on the overall management of the coastal processes as set out in the Coastal Strategy or Shoreline Management Plan as appropriate. The strategies for each individual unit of the Waveney coastline are set out in Appendix 9 "As part of the wider "Living with the Sea Project", undertaken by a number of government and European organisations, a Coastal Habitat Management Plan (ChAMP) was produced for the Suffolk Coasts and Estuaries, covering the coastline in Waveney from Lowestoft south to Southwold. CHaMPS are a strategic approach to management of coastal habitats and wildlife, predicting losses and gains to habitats and recommending measures to minimise future losses. The findings of the Suffolk Coasts and Estuaries CHaMP will inform future versions of the Shoreline Management Plan.

ENV12 Proposals for new or replacement coastal defence schemes will only be permitted where it can be demonstrated that there is no material adverse impact

on the management of coastal processes and the environment.

Mineral Extraction

8.43 Waveney's beaches are made up of a mixture of sand and gravel generated by a combination of shoreline erosion and fluvial inputs which are re-worked and transported by the sea in both along and across shore directions.

8.44 Beaches and sandbanks which represent a relatively thin surface layer over other geology, play a significant role in the protection of the coastline from the potentially harmful impacts of wave action. The state of beaches and sandbanks is ever changing under the complex and variable influences of winds, waves, and tides and surges.

8.45 The extraction of sand and gravel from offshore locations is assumed to be capable of causing significant harm to coastlines. It is assumed that there is a limited amount of material available within local sediment systems that is moved along, across and on-off shore. Dredging activity may interfere with sediment movements. The consent procedure for dredging therefore requires the applicant to provide a detailed assessment of potential environmental impacts.

8.46 The Crown Estate Commissioners (CEC), as owners of the seabed, are the appropriate licensing authority for applications for extraction of marine sand and gravel below the mean low water mark. A range of controls has been imposed on dredging activities to ensure appropriate assessment and consideration of all potential impacts. A non-statutory 'Government View' procedure, amended in 1998 with the introduction of 'Interim Procedures' sets out this process. The procedures require the applicant to commission a Coastal Impact Study and an Environmental Impact Assessment and to consult with appropriate bodies, which include coast protection authorities. The conclusions are reported to the Office of Deputy Prime Minister, which formulates the 'Government View' on the acceptability of the application on behalf of the First Secretary of State

(FSOS). If this view is positive, the FSOS invites the CEC to impose stated conditions upon the licence to be issued. The CEC does not issue a licence if there is a negative Government View.

8.47 The Government View procedure will be replaced by a statutory system, which will transpose the relevant provisions of the Environmental Impact Assessment and Habitat Directives into UK law. The new procedures will require dredging operators to obtain a Dredging Permission from the Secretary of State.

8.48 The District Council expects the applicant to assess the significance of predicted impacts within the context of anticipated variability in other naturally occurring conditions. We will also expect the applicant to determine the cumulative impacts of the proposal in combination with those arising from licensed sites. The Council will object to any application where the risk of potential harm to the Waveney shoreline is unacceptably high. The Council will also seek fulsome monitoring and mitigation conditions to be attached to any dredging licence. Results of the monitoring surveys of the active dredging areas are provided to the Council, which enables it to respond to circumstances where the District Council's coastal management interests may be threatened.

Shoreline Evolution

8.49 PPG 20 recommends that Local Planning Authorities adopt a precautionary approach for land affected or likely to be affected by coastal erosion or instability. The PPG suggests development should not be allowed to take place where erosion is likely to occur during the lifetime of a building. The previous Local Plan interpreted this "lifetime" as being 75 years. The proposal maps identified the best prediction of the shoreline seventy-five years hence.

8.50 In order to make the required predictions it has been necessary to assess all the variables which will influence the outcome including erosion/accretionary trends, effectiveness and life expectancy of defences (where these exist), local and national management policies and practices and impact of sea

level rise. This Local Plan has taken the shoreline 50 years hence as being a realistic timeframe both for predictive purposes and to provide realistic guidance for land use policies. This is represented on the proposals map as a solid *red/orange* line. Coastal processes are dynamic. It is likely that circumstances will change over possibly short periods. It will be essential to monitor coastal processes and consequently to keep this policy approach under review.

Risk Management

8.51 Retreat of the shoreline, defined as the landward movement of a cliff, a natural or artificial erosion/flooding defence structure, a dune or a tide mark may be caused by the following conditions, sometimes working in combination:

- **Action of the sea -**

Sea action can cause erosion of both undefended and defended frontages. Losses through erosion rarely occur at an even rate. All defence structures have limited standards of service that are liable to be exceeded by extreme conditions. It should not be assumed that presently defended frontages will provide absolute protection.

- **Collapse caused by groundwater flows -**

Where ground water emerges through a cliff face, as at Corton village, the angle of stability of the cliff is reduced from that which would otherwise apply. Such effects are localised and generally operate gradually over time.

- **Erosion caused by weathering -**

The erosive effects of wind and rain on unvegetated cliffs are limited. The wind driven movements of sand on beaches may occasionally be significant e.g. Lowestoft south beach.

- **Collapse caused by downward pressures -**

The proximity of development to a cliff edge may have a detrimental effect upon the stability of the cliff, placing the development at risk.

- **Erosion caused by pedestrian/vehicular traffic or other activity -**

Public access over, and recreational activity at the shoreline is capable of causing significant erosion of natural defence features and/or other harm to valuable environmental habitats. Examples are children playing on sandy cliffs, vehicles parked on cliffs and dunes, and cliff or defence top footpaths lowering the standard of protection.

8.52 In recognition of the above risks, development within the vicinity of cliff edges needs to be carefully controlled. Development seaward of the cliff edge or shoreline or its anticipated position is unlikely to be acceptable although there will be some limited exceptions. Development landward may also have to be strictly controlled not only in relation to other planning policies but also in terms of assessing the risk to the proposed development itself.

8.53 Short term or temporary uses may be acceptable where there will be no threat to that development during the life of the proposal. Such development would be subject to conditions to restrict the building life or usage to either a specific period or relative to the progress of erosion. Within this context, favourable consideration may be given to the redevelopment or upgrading of existing development, for example holiday facilities, seaward of the line where the proposed building would have a life expectancy considerably below the 50 year time period.

8.54 Relatively small scale development associated with existing buildings, for example, extensions to existing properties may be acceptable. Proposals for infill development i.e. the infilling of a small gap in an otherwise built up frontage will be opposed on the grounds of putting additional development at risk.

8.55 Any proposals for development within the zone 30m landward of the predicted shoreline in 2050 must be accompanied by a Risk Assessment report of a nature and scale appropriate to the proposed development. The Risk Assessment must include consideration of the following issues and be accompanied by appropriately detailed supporting

information:

- The potential impact upon the development by erosion, flooding and ground instability;
- The potential impact of the development on the Council's shoreline management interests assessed on a whole life basis under categories of construction, operation and maintenance and removal;
- The potential impact upon the development of changes in shoreline management policy.

8.56 Any proposals in this zone will also have to be considered against their impact on the overall management of coastal processes as set out in the Coastal Strategy or Shoreline Management Plan as appropriate. The strategy for each unit of the Waveney coastline is set out in Appendix 9. In addition, it will also be necessary to submit evidence as to why the specific proposals need to be sited in that particular location. Applicants will have to demonstrate that they have considered alternative locations.

ENV13 Development will not be permitted seaward of the predicted shoreline position at 2050.

Proposals for development 30m landward of the predicted shoreline position at year 2050 will be permitted provided that there is no material adverse impact on the management of coastal processes. Proposals will need to demonstrate that there are no suitable alternative locations elsewhere and should be accompanied by a risk assessment report.

Greenways

8.57 Considerable value is placed on existing trees both for their visual amenity and their importance to biodiversity. In order to enhance the urban environment within the District's five towns the Council will support the planting of new trees, plus other

associated soft landscaping, along main route corridors, such as primary roads, footpaths, and cycleways to create Greenways. Particular attention will be paid to creating Greenways which link existing and proposed open spaces or which provide corridors to and from designated wildlife sites. A number of routes already exist for Lowestoft and Kessingland. These are identified in Supplementary Planning Guidance. Further routes will be identified for other areas as resources permit.

ENV14 The Council will safeguard, preserve and enhance a network of Greenways in Lowestoft and Kessingland.

Built Environment

8.58 The Government has placed an increasingly high importance on achieving good design in urban areas with a view to achieving an urban renaissance, by rejecting poor design and creating distinctive places for people. This is reflected in PPG1 General Policy and Principles and publications such as The Urban White Paper, 'Our towns and cities; the future' and 'By Design'.

8.59 The core development control policies aim to give greater prominence to promoting good and rejecting poor design. Areas of our towns and villages designated as Conservation Areas obviously highlight attractive environments, which the planning system aims to preserve and enhance. Local Plans therefore have a role to play in controlling those matters that constitute development. Other proposals, for example, internal alterations or repairs to listed buildings may not require planning permission as such, but they will require listed building or Conservation Area consent.

Conservation Areas

8.60 The Planning (Listed Building and Conservation Areas) Act 1990 defines Conservation Areas as 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Such designations recognise the contribution these areas make to our

cultural heritage and economic well-being. 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 degree of attention to be paid to design, repair and maintenance in such areas. 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 the 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.

8.61 The District includes 14 Conservation Areas. These are located in Lowestoft (centred on two areas in London Road South and the High Street), Halesworth, Bungay, Beccles, Southwold (centred on the harbour and the High Street), Holton, Homersfield, Somerleyton, Wangford, Wissett, Wrentham, 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 Area. They are at Oulton Broad and in part of Ellingham. The District Council has a duty from time to time to review the existing boundaries and to consider the need for new areas. Just recently, for example, the Council extended the South Lowestoft Conservation Area to include sites in and around the bascule bridge and the harbour. Similarly it is proposed to extend the North Lowestoft Conservation Area to include part of London Road North. Where Article 4(2) Directions apply, any alteration to the design or materials of an elevation fronting a highway requires planning permission.



8.62 The General Permitted Development Order 1998 requires planning permission be sought for certain types of development in Conservation Areas, that elsewhere would be regarded as permitted development. These include, for example, the insertion of dormer windows on roof slopes and satellite dishes on facades fronting a highway.

8.63 In certain cases the District Council will seek an Article 4(2) Direction under the General Permitted Development Order 1998. An Article 4(2) Direction effectively restricts development which would normally be permitted under Conservation Area designation, such as porch construction or replacement 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 in the Conservation Areas in Beccles, Bungay, Halesworth, Southwold, Southwold Harbour and north and south Lowestoft and on a number of individual sites.

8.64 The District Council is currently operating Heritage and Economic Regeneration Schemes (HERS) in Halesworth, Beccles and the two areas in Lowestoft. The schemes offer grant aid to property owners and also provide an opportunity to undertake environmental improvements.

ENV15 To protect its character, the District Council will ensure that any

development in Conservation Areas has regard to the following:

- 1. Any new development including the design and siting of new buildings should conserve or enhance the appearance or setting of the Conservation Area;**
- 2. The mass of any building should be in scale and harmony with adjoining buildings and the area as a whole;**
- 3. Architectural detailing shall be used to enhance the character of the Conservation Area within which it is sited;**
- 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;**
- 6. Open spaces important to the character of the area should be retained;**
- 7. Important views within, into and out of the area should be protected.**

8.65 Conservation Area designation introduces additional control over the demolition of buildings in Conservation Areas and Conservation Area Consent will be required for development which involves the demolition of part or all of an unlisted building in a Conservation Area. Demolition will be resisted where the removal of structures is detrimental to the character of the area. The need for demolition will have to be demonstrated and will only be permitted where there are approved plans for redevelopment. The policy below sets out the criteria against which any applications will be considered.

8.66 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. This is to avoid cleared sites appearing in Conservation Areas for any length of time and to ensure that replacement actually follows closely after demolition. The Council will normally require detailed plans and elevations to be submitted for all planning applications within Conservation Areas. Scale models may also be requested.



Demolition in a Conservation Area

ENV16 Development involving demolition within a Conservation Area will not be permitted unless:

- 1. The structure is in poor condition and beyond economic repair;**
- 2. It is incapable of economically viable use;**
- 3. The structure makes little or no positive contribution to the character or appearance of the Conservation Area;**
- 4. Detailed proposals for the re-use of the site including redevelopment proposals that would enhance the area have been approved;**

5. The merits of the proposed replacement structure or use of the site preserves or enhances the character of the area.

Replacement windows

8.67 Due to local public concern, particularly with the use of upvc, the Council operates a specific policy for the replacement of windows and some other features in those Conservation Areas where an Article 4(2) Direction is in place. The policy primarily applies to replacement windows but will also cover other features such as doors and porches. The policy assesses the suitability of the proposed replacement windows from whichever material it is made. Under the system points are awarded based on three criteria:

- prominence of location, based on an assessment of the importance of the street to the Conservation Area in which it is located;
- historic or architectural value of the building, eg. whether the original features of the building are generally intact;
- historic or architectural value of the features, eg. assessing the state of repair and condition of any features.

8.68 Points are awarded on a scale of 0-3 in each category. Proposals scoring up to 4 points implies that subject to suitable design the replacement windows will be acceptable. Scores of 5 and above are unlikely to be acceptable and are recommended for refusal. Supplementary Planning Guidance will be prepared which will explain how this policy operates in practice and the scoring system that applies.

ENV17 Proposals for replacement windows in the Beccles, Bungay, Halesworth, Lowestoft north and south, Southwold and Southwold Harbour Conservation Areas must be of a suitable design and will be assessed against the following criteria:

1. the prominence of the location;

2. the historic and architectural value of the building; and

3. the historic and architectural value of the feature itself.

Conservation Area Appraisals

8.69 Under the Planning (Listed Building and Conservation Areas) Act 1990, Local Planning Authorities are required to designate Conservation Areas and keep them under review and, if necessary, designate further areas. Designation brings with it responsibilities to formulate and publish proposals, from time to time, for the preservation and enhancement of Conservation Areas. As and when resources allow, the Council intends to prepare or review and update as appropriate appraisals of the District's Conservation Areas. Such appraisals will then form the basis of studies putting forward suggestions for improvement. These will then be adopted as Supplementary Planning Guidance.



Listed Buildings

8.70 Listed Buildings are those buildings designated by the Secretary of State for Culture, Media and Sport as being of special architectural or historic interest. The buildings are graded according to their importance. Local authorities have a statutory responsibility to have regard to the desirability of preserving any listed building, or its setting, or any features of special architectural or historic interest it possesses.

8.71 There are at present 50 Grade 1 listed buildings in Waveney, 42 of which are churches, out

of a total of approximately 1500 listed buildings or structures in the District as a whole. Reviews of listed buildings take place from time to time. The listed buildings are concentrated, but not exclusively so, in the Conservation Areas, particularly in the four market towns. The Council publishes a booklet giving the addresses of all listed buildings within the District and also provides advice to householders. The series of policies set out below applies to existing listed buildings and to any building which becomes listed after this plan has been prepared.

8.72 Listed Building Consent and in certain cases planning permission is needed for the 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 Local Planning Authority. The setting of a Listed Building will be preserved by attention to the design of any new development in their vicinity, control of adjacent land use and any trees or natural features.

8.73 Careful consideration also needs to be given to the use of materials in the repair or alteration to a listed building. Some materials may cause harm or lead to irreparable damage. Paint and cement may not always be appropriate and in particular chemical injections for damp proofing in timber frame buildings is to be avoided.

8.74 Listed buildings are limited in number and are of unique interest. They also help to define the distinctive character of the area. As such there will always be a presumption against their demolition. The Council will only consider demolition as a final outcome after exploring all other alternatives. As a consequence, demolition will only be contemplated in the most extreme circumstances.

ENV18 Alterations and additions to a listed building including the inappropriate use of materials will not be permitted if they adversely affect its character, architectural or historic features.

ENV19 Proposals for development which will detract from the character or setting of listed buildings will not be permitted.

ENV20 Demolition in whole or in part of a listed building will not be permitted.

Conversion of a Listed Building

8.75 The best use for a listed building is the use for which it was originally built. Modern standards may mean that buildings become no longer viable for their original use. As a result some buildings can fall into disrepair and become 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.

ENV21 The conversion or change of use of a listed building, in whole or in part, will only be permitted where:

- 1. the existing use is not viable or compatible with the building or 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/interior and setting of the building.**

Shopfronts / Fascia Design within Conservation Areas

8.76 In Waveney, many of the Conservation Areas are based around town centres. As a result there are many shops and commercial uses in 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 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.

8.77 Generally in Conservation Areas, greater use should be made of materials which reflect the special qualities of the area. 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.

ENV22 Within Conservation Areas a high standard of new shop front design will be required which respects the character of the building and its surroundings.

Building Preservation Notices

8.78 Buildings regarded as having special architectural or historic 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 for Culture, Media and Sport. Other protection can involve 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.

8.79 An Historic Buildings at Risk Register has also been prepared on a Suffolk wide basis. This identifies listed buildings within the District which may be vulnerable. The register will be kept under review. Where necessary, the Council will take action for urgent works to prevent deterioration of such buildings.

Advertisements

8.80 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 size and colour. Where lighting is acceptable, the source of illumination should be discreetly hidden on suitable parts of the building, or be integrated within the overall design of the building.

8.81 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 Outdoor Advertisement Control (March 1992), 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 departmental 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. New advertisement hoardings will be resisted outside industrial and commercial areas where visual amenity or the character of the area would be adversely affected.

ENV23 Within Conservation Areas and on listed buildings externally illuminated advertisements and non-illuminated advertisements will only be permitted where they preserve or enhance character. Elsewhere illuminated advertisements will be permitted (up to ground floor fascia level) subject to no loss of residential or visual amenity or distractions to highway users.

ENV24 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, character of the building or appearance of the area.

Archaeology

8.82 As well as a rich natural heritage and diversity of wildlife the District also contains a range of important archaeological sites. The Council recognises that archaeological remains are a non-renewable resource, which are valuable for their own sake and for their role in education, leisure and tourism. This Plan identifies Scheduled Ancient Monuments and sites of archaeological importance.

Scheduled Ancient Monuments

8.83 The Plan area includes a number of Scheduled Ancient Monuments, as defined by the Secretary of State for Culture, Media & Sport advised by English Heritage, such as Mettingham Castle, Bungay Castle and the Engine House at Lound. PPG16 on Archaeology and Planning sets out the application / consultation procedures for development directly affecting Monuments, including the submission of separate Scheduled Ancient Monument Consent to the Secretary of State for Culture, Media and Sport. A full list of Scheduled Ancient Monuments appears in Appendix 6.

ENV25 Development will not be permitted where it would, directly or indirectly, have a material adverse impact on a Scheduled Ancient Monument or other sites of national importance.



Sites of Archaeological Importance

8.84 The majority of archaeological sites in the District are not shown on the Proposals Maps, except for those in the historic towns of Beccles, Bungay and Halesworth. A full inventory of all known sites is maintained by Suffolk County Council's Archaeological Service (the County Sites and Monuments Record). In line with advice in PPG16 Archaeology and Planning, when a known or suspected site of archaeological importance is affected by a development proposal, an archaeological evaluation may be required to assess the impact of the development proposal prior to determination of the application. This could lead to refusal of permission, redesign of the scheme in order to preserve the remains in situ, or a condition requiring recording of the site prior to or during development.

ENV26 In areas of archaeological importance development will only be permitted where a full archaeological assessment of the site has been undertaken and the applicant has demonstrated that any particular find/features can be satisfactorily preserved either on site or by record.

Renewable Energy

8.85 Renewable energy is a broad term covering a range of energy sources where there is no absolute limit on the available supply. Sources include: wind power; solar power; the movement of water (tidal and other flows) and the combustion or digestion of materials such as crops, wood and waste products. Government policy is to stimulate the exploitation and development of renewable energy sources wherever they have prospects of being economically attractive and environmentally acceptable. The development of new and renewable energy sources brings opportunities for increased diversity and security of power supply, as well as reducing emissions of harmful greenhouse gases which contribute to global warming.

8.86 In January 2000 the government announced their aim for renewables to supply 10% of UK electricity by 2010 and the Energy White Paper, published in February 2003, established a target of cutting the UK's CO₂ emissions by 60% by about 2050, with real progress by 2020. The East of England Sustainability Round Table produced a report in 2000 entitled "Making renewable energy a reality - setting a challenging target for the Eastern Region". This report recommended a regional renewable energy target (RET) of 14% and a target for Suffolk of 12%. The RET is indicative only and does not represent a maxima. More detail is likely to be given in forthcoming Regional Planning Guidance 14 for the East of England, due for publication in early 2004.

8.87 Draft PPS22 makes it clear that renewable energy developments should be capable of being accommodated throughout England in locations where the technology is viable and environmental and other impacts can be addressed satisfactorily. The document does not cover offshore wind energy developments, as these are not covered by the planning system, except where onshore installations are required to serve offshore development. Government guidance in the Energy White Paper promotes the development of both offshore and onshore renewables, and it is likely that Regional Planning Guidance will set separate targets for the two sectors. PPS22 does not cover issues of energy efficiency in new development either. These are covered to a certain extent elsewhere in planning guidance (further government guidance may be forthcoming) and through building regulations and are incorporated throughout the Local Plan, most particularly in Policy DC5. PPS22 will guide the future policy approach to renewable energy in Waveney.

8.88 Draft PPS22 states that Local Planning Authorities should: include criteria-based policies for renewable energy in future Local Development Frameworks; work with other local authorities to produce Supplementary Planning Guidance on the issue (possibly on a county wide basis); consider identifying specific sites for renewable energy development; encourage the use of renewables in new developments; involve the community in

renewable energy projects. Consideration is currently being given to the preparation of a specific policy or policies concerning renewable energy developments, which will be prepared in the light of:

- the completion of the Consultation Process on the recent Draft PPS22;
- more detailed government guidance which will be provided to accompany the final version of PPS22;
- the forthcoming Regional Planning Guidance 14 for the East of England, due to be published early in 2004, which should provide more detail concerning the regional policy approach to renewable energy.

8.89 "Making renewable energy a reality" stated that the most important sources of renewable energy to meet the established RET for the Eastern Region would be onshore windpower, biomass, offshore wind power and solar power. In the longer term other forms of renewable energy, such as wave and tidal power, may become viable.

8.90 Suffolk's contribution to onshore wind to 2010 equates to roughly 55 wind turbines. However, wind turbine technology is advancing and it may be that fewer wind turbines will be required to meet this target. Two wind turbines have been granted planning permission at Ness Point in Lowestoft, which would, if both constructed, produce a combined output of 3.6 MW. PPS 22 advises that some previously developed sites in rural locations, which might include abandoned airfields, may offer opportunities for developing some forms of renewable energy projects. RPG 14 is likely to provide greater detail on the type and scale of developments which may be suitable on such sites. PPS22 advises that small scale renewable developments, which might include individual wind turbines, may be suitable in any location, including the Area of Outstanding Natural Beauty.

8.91 "Making renewable energy a reality" identified opportunities in the region for the growth of crops or the re-use of vegetable oils to produce

ethanol and biodiesel. A biodiesel plant re-using vegetable oils has recently been opened in Lowestoft. The Department of Trade and Industry believes wood as a source of heat is likely to expand steadily in importance, both to directly provide heat to public buildings and commercial properties and as a fuel source for Combined Heat and Power plants. Growing energy crops such as willow or grasses for biomass power stations also represents an opportunity for farmers. Combustion based systems do not generally need to be located close to a specific source of material as collection takes place over a wider catchment, as such it would be desirable to direct these uses towards existing industrial areas.

8.92 The Department of Trade and Industry announced round 1 of its offshore windfarms programme in 2000 and 17 sites were identified for offshore windfarms, limited to a maximum of 30 turbines each. Nationally, if all the proposals go ahead, more than 500 turbines will be built with an output of 1.6 GW of electricity. Locally, a windfarm at Scroby Sands off Great Yarmouth is under construction. Early in 2003 round 2 of the programme was announced, which aims to facilitate development on a much more ambitious scale than round 1. Nationally, three Strategic Areas have been identified in which development of windfarms at least 8 kilometres from shore will be permitted. Outside these areas no windfarm development will be allowed before the future round 3 announcement. These areas were chosen following an analysis of the potential wind resource available, the shape of the seabed, the proximity to grid connections and as a result of preliminary expressions of interest from offshore developers. It is proposed that offshore hubs should be established to which the windfarms would feed electricity and that no limit should be placed on the size of the windfarms. The DTI predicts that round 2 as a whole could deliver between 4 and 6 GW, which would meet between 3.5 and 5.5% of the UK's electricity requirement for 2010.

8.93 Against this background, offshore wind energy would appear to represent a major opportunity for Lowestoft to diversify its industrial base. Due to the physical location of the town and

the skills and experience built up in servicing the offshore oil and gas industries, Lowestoft is well placed to take advantage of the proposed expansion of offshore wind energy generation. This potential is confirmed by the Great Yarmouth and Lowestoft Sub Regional Development Framework Study (April 2003). The study recommended that the Lowestoft area could build on its specialist skills and the infrastructure for the offshore oil and gas industry to support a renewable wind energy sector and the possibility of establishing a renewable energy Centre of Excellence at Ness Point, Lowestoft is being investigated.

ENV27 Proposals for combustion based renewable energy developments will only be permitted within Existing Industrial Areas unless an overriding need to be situated closer to the source of the combustion material is demonstrated.



9. COMMUNITY FACILITIES, RECREATION AND OPEN SPACE

9. Community Facilities, Recreation and Open Space

9.1 For most people community facilities are part of every day life. Facilities such as schools, surgeries and sports centres support the community and their provision is planned and managed in accordance with other developments, such as new housing. Open space provides relief from the built up nature of our towns and provides space for walking, cycling, sports activities and peace and quiet.

9.2 This chapter sets out future proposals and the measures required to meet the needs of the community, in accordance with relevant government guidance, which is outlined below. The issues discussed in this chapter also reflect the concerns of Waveney residents in so far as they have land use implications for the District.

Government Guidelines

9.3 Planning Policy Guidance Note 3, Housing, March 2000, sets out the Government's desire to promote more sustainable patterns of development, by providing good accessibility by public transport, cycling and walking to a range of facilities including schools and colleges, health facilities, leisure and local services.

9.4 Planning Policy Guidance Note 6, Town Centres and Retail Development, June 1996, considers that key uses (including community facilities) attracting a lot of people should be located in town and district centres. Smaller-scale facilities, such as health centres, branch libraries, local offices and primary schools should be directed towards local centres.

Suffolk Structure Plan (June 2001)

9.5 The Suffolk Structure Plan June 2001 seeks to facilitate the provision of new community facilities and prevent the complete loss of a particular type of facility. This is especially important in villages, where the loss of a facility like a village shop could result in

local people having to travel some distance for basic needs.

9.6 Community facilities and services are provided by various private, public and voluntary organisations. The extent of national and local government involvement in the provision of such facilities is changing. Both Suffolk County Council and Waveney District Council provide a range of services to the community.

Objective

1. To encourage the provision of community facilities, infrastructure in appropriate locations to help create sustainable communities.

Policies and Proposals

Education

9.7 Suffolk is split into three administrative areas for education provision. Waveney District falls within the Northern Education Area and is served by a three tier system of primary, middle and high schools. Lowestoft College of Further Education also provides vocational and non-vocational courses for young people (over the age of 16) and adults.

9.8 The School Organisation Plan for Suffolk 2002-2007 (Suffolk County Council Education Department) states that in January 2002 just over 26,000 children were in mainstream schools in the Northern Area (excluding special schools). Lowestoft College indicates that its total student numbers for the academic year 2001/ 2002 was just over five and a half thousand. There has been an overall increase of 13% in pupil numbers over the past ten years. Between 2001 and 2006 the SOP forecasts a continuing increase in pupil numbers throughout Suffolk. After 2006 it is anticipated that overall numbers will begin to level off.

9.9 The County Council estimates that in the Northern Area, between 2001 and 2006, the number of pupils in primary and middle schools will fall slightly, whereas numbers in high schools will increase. Whilst this overall change is spread across

the area, there continues to be a need to upgrade and increase the capacity of individual schools, particularly in south Lowestoft.

9.10 Future housing development, in terms of the amount and distribution, can impact on the provision of local school places. The impact varies between the type of housing and the number of school age children per household. In Waveney, it is likely that the greatest impact on education provision will come from Lowestoft, as the town provides the focus for new housing development in the Plan. In order to meet future provision the previous Local Plan identified sites for future schools. In addition a protocol, agreed by all the Suffolk Districts and the County Council set out the planning obligations of developers in making financial contributions for school facilities (adopted as Supplementary Planning Guidance in January 2000). For example, contributions would be required to meet the cost of education provision in Blundeston, Corton and Holton because these villages have little or no spare capacity.



9.11 North Lowestoft - The effect of the large new housing development at Parkhill/ Pleasurewood and Woods Meadow, indicates the need for at least one new primary school. This will be centrally located within one of these developments. The Local Education Authority's preference is for the school to be located on the Woods Meadow development. There is a forecast deficit in permanent places by 2006 in both the middle and high schools. This deficit will be met by providing additional accommodation at existing schools.

9.12 South Lowestoft - The effect of the housing development at Carlton Colville on primary school places is being monitored. Fen Park primary school occupies a restricted site and a replacement is desirable which would enhance the primary education facilities in the Kirkley area. The school is presently located on Lovewell Road. It adjoins residential areas and shares playing facilities with Kirkley Middle school (which is also located on a restricted site). Subject to the availability of sufficient capital funding the aim would be to provide a replacement primary school during the life of this Local Plan although a site has yet to be identified. The forecast deficit, by 2007, in permanent places in both Middle and High schools will be met by providing additional accommodation at existing schools. The Local Education Authority (LEA) has identified projects to address some of the predicted shortfall in places at Pakefield, Kirkley and Gisleham Middle Schools, and Sir John Leman and Kirkley High Schools.

9.13 The Market Towns - There is currently surplus capacity in the primary schools in the rural area and numbers are not expected to increase. In middle and high schools a forecast increase in pupil numbers will be accommodated by extensions to existing local schools.

CF1 Land south of Parkhill and west of Millennium Way, Lowestoft is allocated for a new primary school.

Childcare facilities

9.14 Childcare facilities can be met in purpose built or converted buildings (e.g. schools or nurseries), at the parent's work or a childminder's house. Due to future population trends and the increase in women returning to work, childcare facilities will continue to be a growing area of need. The Council will encourage the provision of childcare facilities in leisure and employment generating developments.

9.15 Whilst it is more convenient for childcare facilities to be provided close to places of work and leisure, small-scale facilities in residential areas do not cause undue disturbance. Planning permission will not

be required for childcare within a residential property where all of the following criteria apply:

- the childminder is registered by Ofsted, the body responsible for the regulation of childcare;
- no more than six children are accommodated, including the childminder's own children, at any time;
- only people resident in the house are employed (except where there is a need for children with special educational needs to have additional care) and;
- there is no external evidence of use including advertisements.

9.16 Suffolk County Council is able to assist with advice and grants towards start up costs for new childcare services or the expansion of existing services. Extra funding is available in specific disadvantaged areas in the District: Normanston, St. Margaret's, Harbour, Whitton and Kirkley wards in Lowestoft and the rural part of Southwold ward. Extra support will go to childminders, after-school and school holiday clubs and four Neighbourhood Nurseries which mix daycare for working parents with other family support services.

9.17 In 2001 North Lowestoft was awarded a grant, under the Sure Start programme, for the provision of care and community facilities, especially for children under four years old. Sure Start is a government funded programme that aims to promote the health and wellbeing of local families and children before and from birth so children are ready to flourish when they go to school. In 2002 the rural part of Southwold ward became a 'mini Sure Start' area, with extra support for children and families.

9.18 There is also a need for the provision of around twelve new day nurseries throughout the District and an even higher number of after-school and school-holiday childcare services. Whilst some of this provision may be found through new build, most is likely to be provided through extensions to existing

facilities and conversions of properties from other uses. Some of these services will be on school sites.

9.19 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. Where planning permission is required for such facilities, proposals will be considered against the core development control policies.

Health

9.20 The Strategic Health Authority manage the provision of health services throughout Norfolk, Suffolk and Cambridgeshire. Waveney Primary Care Trust (PCT) and the Local Health Partnership operate under this strategic organisation, commissioning and providing community services within the District. Community services include the provision of nurses, ambulances, health visitors, local hospitals and health facilities that can be taken to the home.

9.21 The Waveney PCT operates from the Lowestoft and North Suffolk Hospital in Alexandra Road, Lowestoft. This facility provides post-operative care for patients from the James Paget hospital and local community health facilities. The Trust manages facilities in the market towns including the Beccles and District War Memorial Hospital, the Patrick Stead Hospital in Halesworth and the Southwold and District Hospital.



9.22 In Bungay, a new health facility (replacement for the old doctor's surgery), has recently opened. This development will also be the location for an

immediate responder (a trained paramedic who can attend local emergencies very quickly). Halesworth has an immediate responder service, which operates from the Patrick Stead Hospital.

9.23 There is increasing emphasis on providing a range of health services in one building or location. Future developments would be of the walk-in style, providing health and social services facilities. The PCT advise that such facilities will be required in large new housing developments and areas of relative deprivation. In particular, there is a demand for such facilities in Beccles and the south-west area of Lowestoft.

9.24 The Norfolk Mental Health service meets the need for mental health facilities throughout the District. The Local Health Partnership (NHS Trust) provides limited mental health facilities at Lothingland Hospital.

9.25 The East Anglian Ambulance (NHS Trust) provides a district-wide emergency ambulance service (999) and an urgent service (where a patient may need to get to hospital in a matter of hours). Over and above these services, the Trust transports people unable to reach a hospital themselves to either the James Paget or Norfolk and Norwich University hospitals, both of which are located outside the District.

9.26 The Department of Health and the Health Development Agency have recently produced guidance for undertaking health impact assessments. This exercise aims to inform and influence decision making by the provision of evidence-based recommendations, in a similar approach to that used for environmental and retail impact assessments. At present there is no formal planning guidance relating to health impact assessments (HIA). However, the value of such studies are highlighted in the government's public health strategy 'Saving Lives: Our Healthier Nation.' There is often a health element in environmental impact assessments. As the level of information and understanding of health issues improves, our need to assess development proposals against health factors will increase.

Community Care Homes

9.27 Due to the effects of the ageing population there is likely to be an increasing demand for specialised housing for the elderly (i.e. the over 60's) and disabled persons. This is likely to be met by the County Council, District Council, Housing Association and the Primary Care Trust. These organisations have been involved in the provision of a very sheltered housing scheme in Reydon. It will replace the existing Residential Care homes in the village, as they no longer meet current standards. As well as public sector provision, some voluntary agreements could be sought from developers to provide specialised housing within new residential developments.

9.28 Through the Community Care Act 1990 the Government encourages care in the community. As well as registration with the County Council (where 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 residents to live as normal a life as possible. 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) it is likely that this level of use will be similar to a single family household. Proposals for community care homes will be treated as for residential properties and in accordance with the core development control policies.

Libraries

9.29 There are libraries in Lowestoft and the four market towns, with smaller branches at Oulton Broad and Kessingland serving their local areas. The mobile library covering the District's rural area is based at Beccles. It has a circuit of rural parishes that are visited on a fortnightly basis.



Fire Stations

9.30 At present Lowestoft is served by a full time station on Normanston Drive. This meets the needs of Lowestoft, in conjunction with a small fire station on Clifton Road. A review of fire services in the District was undertaken in 1999/ 2000. This identified a need for the enhancement of facilities in south Lowestoft. A site that would replace the Clifton Road fire station and enhance the facilities serving south Lowestoft is currently under consideration.

9.31 Fire stations are located within all of the market towns in the District. Wrentham also has its own facility. The fire service review did not propose any changes in these locations.

Facilities for young people

9.32 The provision of facilities for young people was a major cause for concern in response to the questionnaire. In particular, it is recognised that recreation and leisure facilities for teenagers were lacking throughout the District, most notably in Lowestoft, Beccles and Halesworth. The most common suggestions given in responses to the Local Plan Issues Report were;

- Skateboarding areas/ parks;
- Youth clubs/ meeting places; and
- Mountain bike/ cycling areas.



9.33 Many of the suggestions made in the responses fall outside the formal provision of play equipment or sports pitches, which are normally provided in conjunction with new development. The Local Plan can only identify sites for specific purposes. Bringing forward facilities for young people will be dependent on resources and on other Council programmes. As such, the Local Plan has only limited impact on this issue.

9.34 The Council is working with local communities to provide recreational facilities for young people throughout the District. To date, three possible sites for a skateboard park have been identified and a covered meeting place is proposed within a play area in north Lowestoft.

9.35 In south Lowestoft, a site off Bird's Lane is set aside for a skateboard park, as part of the South Lowestoft Relief Road development. The scheme includes other outdoor play areas along the development corridor. A gym and a dance studio are currently under construction at Kirkley High School and a successful bid for indoor sports facilities will provide state of the art gymnastics equipment, including trampolining and aerobics facilities. This development will provide a regionally important community facility.

9.36 Recreational facilities are currently available at Little Wembley in Beccles. A skateboard park is also being promoted with funding through the Market Towns Initiative.

9.37 The recreation ground and play areas in Reydon have limited facilities, whilst Southwold has considerably more opportunities for formal indoor and outdoor sports. The town has a large number of community halls for its population, which enable a number of clubs and groups to meet regularly. A skateboard park has recently been provided in Southwold, to the rear of Stella Peskett Hall.

9.38 A youth club operates from Halesworth Middle school, which also provides other sport and recreational activities, such as netball, hockey, cricket, football, rugby and tennis. The Council is working with partners to fund an artificial turf pitch at the school.

Community Centres

9.39 There are a wide range of halls used by community associations and the public for social and recreational activities in both the towns and the villages. Maintenance, extension and the replacement of these halls largely depends on voluntary effort. In rural areas village halls play an important role in the life of small communities. Unfortunately local effort is not always sufficient to maintain, let alone expand these facilities. Some help and assistance is available through Suffolk ACRE and the Countryside Agency.



9.40 Local churches, shops and pubs are valuable social facilities which provide a meeting place and a focus for the community. Petrol filling stations in rural locations are also a useful community facility. Where these facilities are affected by development the Council will expect to see the current use either retained or replaced. Developers of new housing may be required to contribute to community facilities in accordance with any planning obligations. Since community centres, halls and other buildings provide a valuable facility within the community their change of use is unlikely to be supported.

CF2 Proposals for development that would result in the loss of a community facility will not be permitted unless a replacement facility is to be provided in a convenient location or it can be demonstrated that the facility cannot be made viable in the foreseeable future.

9.41 Subject to the appropriate funding, the community centre in Bungay is to be demolished and replaced with a new building, on the existing site, over the next few years. There is a desire locally for a purpose built centre for the community in Halesworth. Proposals for new community facilities will be considered in accordance with the core development control policies.

9.42 In order to provide a centrally located single-access point for the community to obtain key facilities,

a new purpose-built centre is required within North Lowestoft. Land on the south-eastern edge of the Waveney Sports and Leisure Centre has been identified by the local community as the preferred location to meet this need. It is a well-known site and central to the Sure Start project area. It would provide an important resource for families with pre-school aged children in the north of the town.

CF3 An area of land is allocated for a community centre on the south eastern edge of the Waveney Sports and Leisure Centre site at Water Lane, Lowestoft.

Allotments

9.43 There is a good provision of allotment gardens in most towns and villages in the District. They are valuable open spaces and provide a useful local community resource. Their importance to the local community is underlined by the high occupancy levels experienced throughout the District.

9.44 Allotments in Lowestoft are often located in areas where terraced housing limits the size of private gardens. Most allotments in Lowestoft are statutory, requiring a suitable replacement site to be provided prior to the development of existing allotments, taking into account the recommendations of the Thorpe Report (HMSO 1969). The South Lowestoft Relief Road and associated measures includes replacement allotments for those lost on Stradbroke Road.

9.45 The allotments in the market towns and villages are administered by allotment holders associations, Parish or Town Councils. Any development proposal affecting such allotments would require their replacement on an appropriately located alternative site. Any replacement site should provide sufficient space for displaced allotment holders, be within reasonable distance of the existing site and easily accessible to existing allotment holders. Allotments can also provide open breaks and space in the urban fabric of a town.

CF4 The redevelopment of existing allotment gardens will only be permitted if suitable alternative land is made available prior to development of the site.

Cemeteries

9.46 The District Council provides land for use as cemeteries under Section 25 of the Burial Act 1852. There are cemeteries in each of the towns in the District and in Wrentham.

9.47 There is only a nine year supply of land at Kirkley cemetery. The Council is investigating adjoining land for further expansion.

Electricity overhead lines

9.48 Overhead wires can be visually intrusive in any landscape. Wherever possible new lines should avoid sensitive locations, such as the AONB, the Broads and the Special Landscape Area.

9.49 The Council works in partnership with the statutory providers (i.e. the local electricity board) and the County Council to agree a programme for placing overhead wires underground. It is acknowledged that there are practical, technical and financial constraints involved. To date though, a programme of undergrounding has been successful in Halesworth and South Elmham.

9.50 The statutory providers of electricity have considerable permitted development rights under the Town and Country Planning (General Permitted Development) Order 1995. Where proposals to improve gas and electricity services require planning permission, the Council will expect the development to respect the character of the site and surroundings by using appropriate materials and landscaping as detailed in the development control policies.

CF5 New overhead electricity lines should avoid the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and the Broads Authority area. In the Special Landscape Area and in areas

prominent from the Broads and AONB, proposals 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 feasible, new lines should be routed to minimise the effects on the landscape, making use of trees and natural landforms and where possible, avoiding residential properties.

Telecommunication Facilities

9.51 Responses to the Issues Report inform the Council that people consider sensitive landscapes, schools and housing to be the most unsuitable locations for new telecommunications facilities. Historic buildings are also considered to be inappropriate locations, because of the visual impact of the equipment on the property. However, where proposals are sensitively sited and designed and the developer has demonstrated that there are no suitable alternative locations, development may be acceptable.

9.52 It is acknowledged that people may still have concerns over the development of telecommunication installations. Such concerns have to be considered in accordance with national guidance, as contained in PPG8. This guidance does not allow local planning authorities to implement their own precautionary policies.

9.53 Government advice in PPG8 'Telecommunications' (August 2001) encourages local authorities to respond positively to telecommunication development proposals, whilst keeping environmental impact to a minimum. Development proposals need to take into account the advice of other policy guidance notes for the protection of urban and rural areas. This includes the need to minimise the impact of development, especially protecting the best and

most sensitive environments. The nature of the technology is such that it often needs to be located in areas of high visibility. The sharing of existing facilities and/ or use of buildings to reduce the visual impact of such development should always be investigated. Furthermore, in accordance with the Telecommunications Act 1984, when an installation is no longer needed the operator is required to remove the equipment and reinstate the site to its former condition.

9.54 The government strongly encourages pre-development and pre-application discussions between operators and authorities, local people and other interested bodies. The Council welcomes such early discussion as it can provide an opportunity to discuss technical and environmental constraints and explore possible alternative approaches, prior to the submission of an application for prior approval or planning permission.

9.55 The system of granting approval for telecommunication development is highly complex. Under the General Permitted Development Order (1995) certain telecommunication development is permitted (i.e. does not require planning permission). In some cases, i.e. small telecommunication apparatus like microwave dishes under a certain diameter, or those antennas that do not have a material effect on the external appearance of buildings or structures, do not require any permission. In other cases, Prior Approval is required (i.e. development not requiring planning permission but requiring the Prior Approval of the Local Planning Authority). Where control can be exercised, this would only cover the siting and appearance of the development. The factors to be considered in assessing an application under Prior Approval include those given in PPG8 Annex 1, paragraph 13.

9.56 Although public feeling can be a material consideration in the determination of planning applications, it should be noted that such applications have to be determined on land use planning grounds, in accordance with government guidance. Planning Policy Guidance Note 8 'Telecommunications' (PPG8, August 2001) states that 'Where the operator submits

an application to the local planning authority for planning permission or prior approval for the installation, alteration or replacement of a mobile phone base station either on or near a school or college, it is important that operators discuss the proposed development with the relevant body of the school or further education college concerned before submitting any such application to the local planning authority. When making the application the operator should provide evidence to the local planning authority that they have consulted the relevant body of the school or college.

9.57 When an application has been submitted to the local planning authority for planning permission or prior approval for the installation, alteration or replacement of a mobile phone base station either on or near a school or college, the local planning authority should consult the relevant bodies, and should take into account any relevant views expressed.' (Paragraphs 62 & 63 of PPG8).

9.58 The Independent Expert Group on Mobile Phones investigated the impact of mobile phone systems on human health. Whilst their report, commonly referred to as the Stewart Report (2000), concluded that the planning system is not the appropriate mechanism for determining health issues arising from development, they recommended that a precautionary approach be taken until further research has provided more information. The approach advocates the use of guidelines adopted by the International Commission on Non-Ionising Radiation Protection (ICNIRP) as a safe threshold for public exposure.

CF6 Proposals for telecommunications installations, including masts, antennae and other apparatus will be permitted, providing they meet the following criteria;

1. Where existing masts, buildings or other structures already exist, they should be considered for their suitability to accommodate the proposal;

2. Proposals for a separate facility should demonstrate that the possibility of attaching to existing buildings, masts or other structures and the sharing of suitable sites has been explored;

3. The visual impact of the installation should be minimised, especially when viewed from sensitive areas;

4. Careful consideration should be given to the use of screening and planting in the siting of proposals.

Proposals in sensitive areas, including Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, the Heritage Coast, Conservation Areas, Special Landscape Areas, County Wildlife Sites, National and Local Nature Reserves, Historic Parklands and in the setting of Listed Buildings, will only be permitted if the above criteria are met and it can be demonstrated that the following can be met;

1. There are no suitable alternative locations outside a sensitive area;

2. Visual impact is minimised by designing the proposal to the best possible specification.

Satellite Dishes

9.59 Satellite dishes are visually intrusive, particularly in sensitive landscapes and on buildings of significant architectural merit. Provided the building on which it is to be attached is not within an Area of Outstanding Natural Beauty or Conservation Area, the erection of a satellite dish of less than 70cm in diameter does not 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 Authority area. Whilst planning permission may not always be necessary, Listed Building Consent will be required for any dish that affects the character or appearance of a

Listed Building or its setting.

9.60 The local planning authority can provide information and detailed guidance on the siting of a dish, whether permission is required or not. The guidance addresses the need to minimise impact on the external appearance of the building on which a dish is installed. When it is no longer required, the equipment should be removed from the building.

9.61 The cumulative impact on the street scene of satellite dishes requiring planning permission will be taken into account when determining planning applications.

9.62 On blocks of flats, only one dish 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 Council therefore advises that communal satellite dishes be considered for blocks of flats.

CF7 Where planning permission is required for a satellite dish, proposals will be permitted where they satisfy the following criteria:

- 1. The siting of a satellite dish on an elevation fronting a highway is avoided wherever possible;**
- 2. The impact on the external appearance of the building and the street scene is minimised;**
- 3. 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.

Recreation and Open Space

9.63 Open space performs a wide variety of

important functions, providing space for formal and informal recreation, improving the appearance of settlements and providing areas for wildlife. Open space includes children's equipped play space, kickabout areas, amenity areas which contribute to the character and appearance of a locality, plus sports pitches and courts. Sites are owned by the District Council, as well as Town and Parish Councils, sports clubs, housing associations and private/commercial interests.

9.64 Protecting and promoting the improvement of existing open spaces and creating new open spaces are important functions of the Local Plan. Development pressure, and particularly the emphasis on development within existing settlements, makes protecting and enhancing open space an increasing priority. Creating and maintaining good open spaces contributes to urban renaissance by making them more attractive.

Policy Guidance

9.65 PPG17 'Planning for Open Space, Sport and Recreation' July 2002 emphasises the multiple functions of open space, including the contribution they make to urban renaissance and renewal, promoting social inclusion and community cohesion, health and wellbeing and promoting sustainable development. Local Planning Authorities are encouraged to undertake audits of existing open space. In addition, the PPG is also concerned about maintaining an adequate supply of open space and sports and recreational facilities.

9.66 The Town and Country Planning (Playing Fields) Direction 1998 Circular 09/98 states that the potential loss of a playing field (i.e. any field large enough to include one full sized pitch), either in local authority ownership or which had been in educational use within the last 5 years, must be assessed against current and future need/ demand for such sites.

9.67 Regional Planning Guidance for East Anglia November 2000 recognises that there is likely to be increased participation in formal and informal sport and recreational activities, leading to additional

demands for facilities. It notes that playing fields are essential for sport and informal recreational activities. This produces a need to protect existing playing fields especially where they also provide valuable open space. Indoor and outdoor sporting and recreational needs should be provided as part of large new housing developments and informal open space should also be protected wherever possible.

9.68 The Suffolk Structure Plan (June 2001) highlights the protection of existing provision and the siting of new facilities in accessible locations, suggesting a possible sequential approach to location of new facilities. The Plan also notes the overlap between recreation and tourism, where new/enhanced facilities can perform a dual function.

Local Circumstances

9.69 The National Playing Fields Association (NPFA) has recently published the latest edition of their widely adopted 'Six Acre Standard'. The Standard sets a minimum requirement of 6 acres/ 2.4 hectares of outdoor playing space per 1000 people, made up of 4 acres/ 1.6 hectares for sport and 2 acres/ 0.8 hectares for children's play space. This standard has formed the basis for assessment of open space provision in Waveney.

9.70 The NPFA recognises that the standard will vary depending on local circumstances and as such recommends that local authorities undertake their own assessments of supply and demand. Within Waveney a Playing Pitch Assessment was undertaken with consultants, jointly funded by Sport England. Broadly the Assessment demonstrated that, per head of population, usage and demand for pitches is slightly higher in the market towns than in Lowestoft. One critical issue to emerge was that the quality of the pitches (playing surface, drainage etc.) and the ancillary facilities (particularly changing facilities) was limiting the use of some existing sites.



9.71 The Pitch Assessment also set out a number of areas where a growth in demand is anticipated. Most significant of these is the growth in mini-soccer and junior football. Although the assessment suggested a theoretical need for a number of additional pitches, these would not necessarily all require additional space, as some could be marked on existing football pitches, or use the outfield of cricket pitches such as Denes Oval. There is also a national trend for increasing participation in girls/ women's football, which is likely to be restricted in Waveney by the poor quality of changing facilities, particularly the lack of segregated facilities. The Assessment suggested that a reasonable case could be made for an additional all weather surface in the District, primarily for Hockey use, to complement the existing facilities at Kirkley High School and Harleston (South Norfolk). Tennis courts across the District are noted as being in generally poor condition, with limited ancillary facilities. The Assessment will provide the basis for a Playing Pitch Strategy in due course.

9.72 The previous Waveney Local Plan set out a strategy to overcome a number of areas of deficiency, particularly within Lowestoft. The Plan set about tackling this in three ways:

- protecting existing open space, both public and private;
- identifying sites, within areas deficient in open/ play space, to either acquire open space or upgrade areas: and

- requiring a contribution from all developments of 10 or more dwellings towards the provision of new open space.

9.73 Provision of new space within the larger greenfield allocations has proven particularly successful. In a number of cases the 'More Homes and a Better Environment' approach has been used to secure more open space than would usually be achieved. This approach effectively allows development on an area of land equivalent to that which would have been used for open space within an allocation, on the basis that a more substantial open space will be provided on land adjoining the allocation. Larger areas of open space have been secured on this basis on land off Beccles Road, Bloodmoor and Carlton Hall, Lowestoft.

9.74 Inroads into the existing deficits elsewhere have been relatively modest. Consequently this Plan continues the existing strategy of protecting existing open space whilst also requiring contributions towards new or improved open spaces from all residential developments and setting out priorities for the improvement of existing sites. It is recognised that some elements of this strategy will take longer to come forward, particularly the purchase of new land, due to financial constraints.

9.75 In the early stages of developing this Local Plan (In Touch questionnaire and Issues Report) the public raised concerns that facilities for young people, particularly teenagers, were often overlooked. Open space, and in particular the provision of larger kickabout areas, shelters, skateboarding facilities etc. can go some way to addressing this issue.

Objective

1. To safeguard and improve the provision of open space and recreation facilities within Waveney.

Policies and Proposals

Protecting Existing Open Spaces

9.76 The District's settlements already include a wide variety of open spaces. Open space in its many forms provides an important part of the urban fabric of our towns. The need to retain such areas will become increasingly important if we are to promote both urban renaissance and the development of previously developed land.

9.77 The plan aims to protect all those open spaces and buildings which are of recreational, educational, amenity or biodiversity value, this encompasses:

- Recreational and sporting value: equipped, children's/ youth play areas (including skateboard/ bmx areas); kickabout areas; formal sports pitches and courts and ancillary facilities.
- Educational value: sites used primarily in conjunction with schools and colleges.
- Amenity value: sites which provide for informal recreation such as dog walking, or seating areas and/ or which are of visual importance, making a positive contribution to the character of the settlement/ locality.
- Biodiversity value: sites which provide a habitat for species identified in the Suffolk Local BAP, which provide a corridor/ link for species and/ or between protected habitats or which could make a contribution to biodiversity with a change in planting/ management regime.
- Commons and Village Greens – identified in Policy ENV7.

**Table 4 – Open Space Provision
Type of Area (Figures in Hectares)**

	Equipped Play Area	Kickabout Area	Playing Field	Total
LOWESTOFT	5.9	23.5	39.6	69.0
BECCLES/ WORLINGHAM	3.4	8.9	12.0	24.3
BUNGAY	1.0	1.9	6.6	9.5
HALESWORTH/ HOLTON	1.6	1.4	4.5	7.5

SOUTHWOLD/ REYDON	0.7	1.0	12.6	14.3
KESSINGLAND	0.4	1.8	2.7	4.9

All figures rounded

Table 5 – Existing Outdoor Playing Space Provision Compared with NPFA Standards (Figures in Hectares)

	Population (Mid 1999)	Recommended Provision	Actual Provision	Deficiency/ Over Provision
LOWESTOFT	58,290	139.9	69	-70.9 (-50.7%)
BECCLES/ WORLINGHAM	12,900	31	24.3	-6.7 (-21.6%)
BUNGAY	4,730	11.3	9.5	-1.8 (-15.9%)
HALESWORTH/ HOLTON	5,360	12.9	7.5	-5.4 (-41.9%)
SOUTHWOLD/ REYDON	4,020	9.6	14.3	+4.7 (+48.9%)
KESSINGLAND	4,170	10.0	4.9	-5.1 (-51%)

All figures rounded.

9.78 PPG 17 states that existing open spaces, sports and recreational land and buildings should not be built on unless an assessment has been undertaken which has clearly shown that land is surplus to requirements. Such an assessment needs to include consideration of all the functions that open space can perform. If the land or buildings are not seen as surplus to requirements, then development may be permitted but only if a suitable replacement facility is provided nearby.



9.79 For ease of identification, only those sites over 0.25ha, within the limits of settlements, have been identified on the proposal maps. Smaller open space areas not identified on the proposal maps will be treated in accordance with the policy below. The absence of such identification should not imply that development is appropriate. The open space value of non-identified sites may need to be considered on a site by site basis. It should also be noted that some sites not identified as open space will be protected by specific nature conservation designations under Policies ENV8 and ENV9 or as Open Breaks under Policy ENV5.

OS1 Proposals for the development of open areas or buildings with recreational, educational, biodiversity or amenity value or with the potential to fulfil a recreational wildlife or amenity function, will only be permitted where:

1. The proposal is ancillary to the open nature of the area or
2. An assessment demonstrates that the site is surplus to requirements.

In appropriate circumstances, developers may be required to provide a suitable replacement facility nearby.

The absence of identification on the Proposals Maps does not imply that development is appropriate.

Increasing and Improving Open Space Provision

9.80 In order to provide a high quality environment, new residential development should include public open space of a nature compatible with the development and the surrounding area. This may include informal amenity areas, children's play space, kickabout areas or formal sports provision. Specific details of what is expected from the housing sites allocated in this Local Plan are set out in the housing guidelines, Appendix 2.

9.81 An "Open Space Note on Implementation" has been produced to provide guidance on the application of policy OS2. As a result of public consultation greater flexibility has been introduced, to ensure that brownfield sites in particular can be developed with appropriate open spaces. Well designed open spaces are a key element of good urban design and it is therefore important that the amount of open space provided on housing development should be decided on a site by site basis. Guidelines as to what may be an appropriate amount of open space at different housing densities, based on retaining the same proportion of developable land on a site, are as follows:

Density (dwelling per Hectare)	Open Space to be provided/dwelling (m ²)
30	53
35	46
40	40
45	35
50	32
55	29
60	27

9.82 Where there are less than 20 dwellings in a housing development, or where high density development occurs on small brownfield sites, it may not be appropriate to provide new open spaces on-site. Where this is the case the Council will seek a contribution towards the provision of new facilities off-site and/ or the enhancement of existing facilities. Such off-site contributions would need to be directed to locations within a reasonable walking distance of the proposed development. Generally, this is expected to be within 200m for children's play space

or amenity/ wildlife areas, 500m for youth/ kickabout areas, 1km for sports pitches or the nearest suitable space if not located within these radii. These standards are based on the National Playing Fields Association Standards. An Open Space Needs Assessment, as required by PPG17, is in the process of being undertaken, with the intention of establishing local standards.

9.83 There are a number of existing public open spaces which, although well located and within easy reach of substantial numbers of residential properties, are under-used due to the poor condition of the site and the lack of facilities. In some cases, it would be more beneficial to improve these existing sites rather than create new areas. This would help in providing good quality facilities and also in more general regeneration terms, improving the appearance and perceptions of the area. Upgrading of sites can include the provision of new/ replacement equipment (play equipment, seating/ shelters, goal posts, new surfaces etc.), enhanced planting (trees, shrubs, wildlife areas), new/ replacement boundary treatments (fencing, gates etc.). Sites in need of upgrading include:

Settlement	Open Space/Play Area
Beccles	Denmark Road, Derby Road, Field View Gardens, George Borrow Way, Glebe View, St Anne's Road, The Quay, Townlands, Waveney Meadow
Blundeston	Village Hall
Bungay	Kings Road
Carlton Colville	Beccles Road, Deepdale II, Ranville, Wannock Close
Corton	Station Road
Halesworth	Kennedy Close, Old Station Road, Diary Hill
Holton	Church View
Kessingland	Church Road, Hall Road Playing Field, Rider Haggard Lane
North Lowestoft	Bonds Meadow, Cotman Close, Denmark Road, Dunston, Granville Road, Kesgrave Drive, Love Road, North Denes Caravan Park, Peddars Way, Smith's Marsh, Spashett Road, St Margaret's Plain, Stoven Close, The Bleach
Reydon	Barn Close, Recreation Ground,

	Winston Road
Somerleyton	Somerleyton Green
South Lowestoft	Green Drive, Oakwood Road, Rosedale Park, Sunnyfields, Windsor Road
Southwold	Southwold Common
Worlingham	Foxglove Close

9.84 Given the emphasis on a range of smaller brownfield sites it is also unlikely that, apart from Woods Meadow, any single development will generate enough open space to provide a new sports pitch. Consequently it may be beneficial to pool the contributions from a number of developments (allocations and/ or windfall sites) in order to provide a new facility or contribute to the improvement of existing facilities e.g. improvements to pitch drainage, changing facilities and/ or floodlighting at existing sites.

OS2 Provision for residential development of one or more dwellings will only be permitted where provision is made for an appropriate level of open space to serve the development. The appropriate amount to be provided will be dependent on the proposed density. Where on-site provision is inappropriate or impractical, then developers will be expected to provide off-site facilities or contribute to improving existing open space in the vicinity.

Recreation Facilities

9.85 Recreation facilities located in towns and villages such as gyms, sports halls and squash clubs are provided by both the public and private sectors. The District Council recognises that the private sector can make a valuable contribution to recreation facilities and amenity space. Proposals for new built recreational facilities will be considered against the core development control policies.



9.86 The District Council also wishes to encourage access to the countryside through the provision of appropriate small scale facilities. Acceptable types of small scale facilities include picnic sites, toilet blocks, small car parking facilities, nature trails and interpretation material. Such proposals will need to be considered against the core development control policies. The overall theme of promoting such facilities however coincides with making better use of our countryside for tourism purposes.

9.87 Large scale facilities such as golf courses, major sports facilities and country parks are best located on the fringes of towns. Away from the fringes, the provision of such facilities run counter to the desire to protect the character of the countryside. Certain forms of development such as golf courses could have a significant impact. Large scale recreation proposals are not considered compatible with the objective of preserving the landscape of the AONB, the Heritage Coast or the Special Landscape Area. Serving these countryside locations by transport modes other than the car may also prove difficult.

9.88 Popular countryside recreation activities within the District include fishing, syndicate shoots, wildfowling and horse riding. Such activities do not usually require planning permission whereas permission is required for organised activities such as motor sports, clay pigeon shooting, war games and equestrian centres.

OS3 Proposals for large scale recreational facilities will be permitted provided that they are located close to or on the edge of existing towns and that they:

1. Would not involve a significant irreversible loss of best and most versatile agricultural land;
2. Would not have a significant adverse effect on the character of the countryside;
3. Are not situated in the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, Heritage Coast, or Special Landscape Area or on land which would have an adverse impact on such high landscape quality.

Horse related development

9.89 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 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 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 paddocks are acceptable it is important that the safety and comfort of horses is also considered. More suitable sites would tend to be adjoining settlements or existing farms rather than isolated sites in the open countryside.

OS4 **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 comply with highway standards including proper access and parking facilities and incorporate adequate landscaping.**

APPENDIX 1

MONITORING FRAMEWORK

The Waveney Local Plan Revised Draft sets a planning policy framework for Waveney up until 2016. This is a long period of time during which circumstances will change. Different Governments will have different priorities. This results in changing guidance to Local Planning Authorities.

Local circumstances will also dictate the need for change in approaches to policy. Local Planning Authorities are therefore required to keep under review, matters which may be expected to affect the development of the District. PPG12 Development Plans recommends that having aims, objectives and targets helps to identify priorities and also focuses the plan on the major land use issues. Having a clear monitoring framework can be used to inform the need for and the scope of any Local Plan review. Accordingly, monitoring of the Local Plan is a continuous activity.

The Council already contributes to a number of different monitoring regimes. These include:-

BEST VALUE INDICATORS – National indicators to assess the delivery of local government services including planning.

GOVERNMENT HOUSING FLOW STATISTICS – Information is collected at District level on all housing flows (viz completions, conversions and demolitions) by tenure.

NATIONAL LAND USE DATABASE – Set up to assess the amount of brownfield land within the country. Information is collected at the district level on details of potential brownfield sites.

REGIONAL PLANNING GUIDANCE – Information is collected at district level across a range of indicators to feed into monitoring at the regional level.

QUALITY OF LIFE INDICATORS – Indicators prepared by the Audit Commission to assess how well local authorities are achieving various outcomes. A number of these are environmental in nature and can be directly influenced by planning policies.

STATE OF SUFFOLK – A document which pulls together data from a wide variety of sources including education, crime and health which helps to support the work of Local Strategic Partnerships, the bodies responsible for preparing Community Strategies.

Most importantly for Local Plan purposes is a framework for which all the Suffolk Local Planning Authorities have been contributing to over the last five years. This project is called “Suffolk’s Environment Towards Sustainable Development.”

The initial report, published in March 1997,

- described the main characteristics of the environment of Suffolk;
- provided a means for examining the relationship of planning policy and environmental quality;
- identified over 100 indicators to provide measures of the environmental effect of policies and proposals; and
- provided a basis for future monitoring.

Publication of this report represented the start of a process of monitoring planning policy, with a view to identifying progress to sustainable development. The Report however acknowledged that development plans provided only the land use aspects of sustainable development. Many of these other aspects have been incorporated in the State of Suffolk document.

The indicators identified in the report involved the collection of data from a range of sources:-

- planning applications and decisions;
- existing information held by Local Planning Authorities eg Listed Buildings;
- monitoring of development eg through land availability exercises;
- information from other organisations eg Environment Agency.

Different indicators have different reporting periods. Annual Monitoring Reports have been produced since 1997. 2002 is intended to see the publication of the first detailed five year review report.

An advantage of contributing to this process is that our monitoring framework for this Revised Draft Local Plan already contains a range of indicators for which data is collected.

The attached Monitoring Framework sets out to monitor key planning policies, predominantly the ones by which the success or otherwise of the Local Plan will be judged. The Council takes advantage of a Geographical Information System (GIS) to help analyse data on a geographical basis.

Reports can be made on the use of individual policies at any time. The Monitoring Framework therefore does not attempt to assess all Local Plan policies. It sets out the overall objectives for each main theme and then identifies the linked policies. An indicator and target is identified, together with a description of what will actually be monitored. Where a Suffolk's Environment indicator is being used, this is denoted by the prefix 'SE' and the appropriate indicator reference. Some policies will be specific to Waveney and where this is the case the prefix 'WDC' is highlighted. BV indicates the indicator is also a Best Value indicator set by Government.

In view of the amount of resources required for monitoring and the necessity to input information into other monitoring regimes, we will normally expect to produce a monitoring report for the Local Plan every two years. Data will continue to be collected annually, however, for many of the indicators. As the Local Plan is being published in a draft form and not following the statutory process at this stage, we will produce a monitoring report towards the end of 2003, which will provide valuable information for the preparation of the proposed statutory Local Development Framework. In addition to this monitoring framework, other contextual trends will be monitored to inform the planning process. Examples include unemployment, demographic information and social deprivation indices.

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Local Plan Vision and Land Use Strategy “..... promotes sustainable development and by directing most development to the urban areas encourages regeneration whilst protecting the District’s Built Heritage and Natural Environment.”	Physical limits for towns and larger villages (LP1).	To increase the proportion of development completed in the towns and larger villages.	Change in the percentage of development taking place in the towns and larger villages.	No. and type of planning applications outside defined limits (WDC). Number and percentage of new dwellings completed on brownfield sites (SE-5). Type and area of employment uses on brownfield sites (SE-7). Percentage of residential and employment development taking place in towns and larger villages (WDC/ SE-38). Percentage of housing in towns and larger villages (SE-B36).
Regeneration and Renaissance VISION “..... Promotes sustainable development and by directing most development to the urban areas, encourages regeneration whilst protecting the District’s Built Heritage and Natural Environment.”	Mixed use development (R1). Mixed use allocations (R2). Lake Lothing area Action Plan (R3).	No net loss of existing mixed use sites in town centres. Development of allocated sites by 2016. Completion of Action Plan as SPG by 2004.	Change in developments promoting more than one use. Change in number of allocated sites being developed. Progress towards completion.	No. of planning applications for more than a single use in town centres (WDC). No. of planning applications affecting mixed use sites in town centres (WDC). Monitoring of development on mixed use sites (WDC). Whether timetable is being adhered to (WDC).

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
<p>Development Control</p> <p>To ensure that all proposals for development contribute to sustainable development.</p> <p>To ensure that all proposals for development protect and/or enhance the existing character and scale of the District's settlements.</p>	<p>Neighbour amenity (DC1).</p> <p>Design (DC2).</p> <p>Community Safety (DC3).</p> <p>Access (DC4).</p> <p>Efficient Use of Resources (DC5).</p> <p>Conversion and re-use of buildings (DC6).</p> <p>Landscaping (DC7).</p> <p>Protection of Natural Features (DC8).</p> <p>Biodiversity (DC9).</p> <p>Pollution (DC10).</p> <p>Contaminated land (DC11).</p>	<p>No departures from Local Plan policy.</p>	<p>Developments that do no material harm to the immediate and local environment and which contribute to sustainable objectives.</p>	<p>These development control policies will be monitored by their use with regard to appropriate planning applications.</p> <p>NB: Not all of these policies will be applicable in every case.</p> <p>A checklist will be prepared against which development control staff can assess appropriate proposals.</p> <p>Surveys will be undertaken of completed developments.</p>

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Development Control (Cont)	<p>Hazardous Substances (DC12).</p> <p>Water supply and drainage provision to new developments (DC13).</p> <p>Surface water drainage (DC14).</p> <p>Pollution of Groundwater (DC15).</p> <p>Flood Risk (DC16).</p> <p>Planning obligations (DC17).</p> <p>Access to new development (DC18).</p> <p>Accessibility to new development by non-car modes (DC19).</p> <p>Parking standards (DC20).</p>			

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
<p>Providing Homes for All</p> <p>To identify sufficient housing land to meet the needs of the District identified by the Structure Plan within the plan period and to monitor and manage the release of land to ensure that at any time a five year supply is maintained.</p>	<p>Housing allocations and managing the release of sites (H1)</p> <p>Woods Meadow housing allocation (H2).</p>	<p>335 dwellings completed p.a.</p>	<p>Change in amount and location of housing provision monitored annually.</p>	<p>Annual Housing Land Availability (SE-2).</p> <p>Housing stock changes in relation to Structure Plan rates of development (SE-1).</p>
<p>To contribute towards a sustainable pattern of development by focusing new housing on previously developed land in the towns and larger villages, fully integrated and well related to existing or proposed services, facilities, jobs and public transport.</p>	<p>Housing within towns and larger villages (H6).</p> <p>Sequential approach to housing location (Structure Plan policy CS7).</p> <p>Density (H3).</p>	<p>To increase the proportion of new residential development completed in the towns and larger villages.</p> <p>50% of total housing requirement on previously developed land.</p> <p>Minimum of 30 dwellings per hectare for residential development.</p>	<p>Change in the percentage of all new residential development taking place in the towns and larger villages.</p> <p>Change in number and percentage of new dwellings completed on brownfield sites.</p> <p>Change in density of housing developments.</p>	<p>No. and type of housing development outside physical limits (WDC).</p> <p>% of housing in towns and larger villages (WDC/ SE-36).</p> <p>% all residential development taking place in towns and larger villages (WDC/ SE-38).</p> <p>Dwellings per hectare of net developable area (SE-32).</p>

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Providing Homes for All (Cont) To enable the provision of affordable housing.	Affordable Housing (H5 & H13).	900 additional affordable homes completed by 2016.	Change in number of affordable homes completed.	No. of units of affordable housing approved (SE-3). No. of units of affordable housing completed (WDC). No. and % of major housing schemes with no affordable housing (SE-4). Average property price to income ratio (SE-B1). Housing waiting lists and number of families in temporary accommodation (SE-B2). No. of second homes (SE-B3).
To provide an appropriate range of type and size of houses to meet the requirements of the population including smaller households, single, elderly and disabled people.	Types of Housing (H4).	A mix of house types and sizes that reflect local needs.	Change in types and sizes of dwellings completed.	No. of dwelling types and sizes completed (SE-B4).
	Saturation areas – HMO's (H11).	No HMO's/ self contained flats in saturation areas.	Refusal of planning permission for HMO's/ self contained flats in saturation areas.	No. of planning applications for HMO's/ flats in saturation areas.

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Revitalising the Economy Industry and Employment				
To strengthen the District's economy by ensuring an adequate supply of land for employment purposes and supporting the retention and expansion of local business.	Industrial land allocations (E1).	Development of industrial land allocations by 2016.	Change in amount, location and rate of development of new employment land.	Completions on allocated industrial land (WDC/ SE-11).
	Existing Industrial areas (E2). Existing and new businesses outside Existing Industrial areas (E3). Safeguarding employment uses in residential areas (E4).	Retention of existing industrial land – no net loss.	Change in amount of industrial land.	Industrial land survey (WDC). Employment land availability and completions for business/ industrial development (SE-11). Type and area of employment uses on brownfield sites (SE-7).
To encourage and support the rural economy whilst protecting the Countryside.	Farm diversification (E6). Re-use of existing buildings in the Countryside (E7).	Increase in farm diversification in the District. Increase in the re-use of buildings for rural employment.	Amount of employment development outside physical limits.	Applications for commercial activity in rural areas (SE-B5). No. and type of planning applications for re-use of rural buildings for employment purposes.

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Revitalising the Economy Shopping <hr/> The encouragement of appropriate new retail and leisure investment within the town centres of Lowestoft, Beccles, Bungay, Halesworth and Southwold that contributes to their overall vitality, viability and attractiveness.	Allocation of South Quay site for mixed use development (S1). Allocation of land at Clifton Road/ Economy Road (S2).	Implementation of allocations by 2016.	Change in amount of shopping and leisure floorspace.	No. of units of each land Use Class in town centres (ground floor only) (SE-27). No. of vacant street level retail units of each land Use Class in town centres (SE-28). Annual shopping surveys (WDC).
	Lowestoft town centre main shopping street (S4).	To maintain a good mix of Use Classes in the town centre, ensuring that the proportion of A1 uses does not fall below the national average of 50%.	Change in the number of each land Use Class (A1, A2, A3), in Lowestoft town centre.	Annual shopping surveys including national multiples and vacancy rates (WDC and SE-B27). No. of units of each land Use Class in town centres (ground floor only) (SE-27). No. of vacant street level retail units of each land Use Class in town centres (SE-28). Change in rents for Lowestoft town centre (SE-29). Change in retail yields (%) for Lowestoft town centre (SE-30).
	Lowestoft Town Centre core shopping area (S5).	No net loss of shop (A1) uses.	Change in the number of shop (A1) uses.	Annual shopping surveys (WDC). No. of units of each land Use Class in town centres (ground floor only) (SE-27). No. of vacant street level retail units of each land Use Class in town centres (SE-28).

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Revitalising the Economy Shopping (Cont)				
	Conversions of buildings within the office areas (S6).	No increase in A2 uses in the town centre core shopping area.	Changes in the number of buildings in office use in the office areas.	Five yearly review of office areas (WDC). Monitoring of policy S5.
	Conversions of buildings within the Lowestoft central area (S7).	No net loss of residential use.	Loss of residential use.	Five yearly review of Lowestoft Central area (WDC).
	Protection of A1/ A2/ A3 uses in market town centres (S8). Changes of use in market town centres (S9).	To maintain a good mix of Use Classes in the town centre, ensuring that the proportion of A1 uses does not fall below the national average of 50%.	Change in the number of each land Use Class (A1, A2, A3), in the market towns.	Annual shopping survey (WDC). No. of units of each land Use Class in town centres (ground floor only) (SE-27). No. of vacant street level retail units of each land Use Class in town centres (SE-28).
	Changes of use within the Kirkley District Shopping Centre (S10).	To maintain a predominance of A1 and A2 uses.	Change in the number of each land Use Class (A1, A2, A3).	Annual shopping survey (WDC). No. of units of each land Use Class in town centres (ground floor only) (SE-27). No. of vacant street level retail units of each land Use Class in town centres (SE-28).

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Revitalising the Economy Shopping (Cont)				
	Changes of use outside the Kirkley District Shopping Centre (S11).	Increase in the vitality and viability of the Kirkley District Shopping Centre.	Change in the number of non-residential uses outside the Kirkley District Shopping Centre.	Annual shopping survey (WDC). No. of planning applications approved for residential use (WDC).
	Changes of use in the Oulton Broad District Centre (S12).	To maintain a good mix of A1, A2 and A3 uses.	Change in the number of each land Use Class (A1, A2, A3).	Annual shopping survey (WDC). No. of units of each land Use Class in town centres (ground floor only) (SE-27). No. of vacant street level retail units of each land Use Class in town centres (SE-28).
	Ground floor change of use in local shopping centres (S13).	No loss of A1, A2 and A3 uses to residential use.	Change in the number of each land Use Class (A1, A2, A3).	No. of planning applications permitted for change of use in local shopping centres (WDC). Annual shopping survey (WDC).
The encouragement of viable shopping facilities in rural areas.	Village and neighbourhood shops (S14).	No net loss of village or neighbourhood shops.	Change in the number of village and neighbourhood shops.	No. of planning applications for change of use of village or neighbourhood shops (WDC).

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Revitalising the Economy Tourism				
<p>To safeguard and support the existing tourism industry by encouraging the redevelopment of existing facilities and the development of new facilities, where appropriate.</p>	<p>Tourism allocation at North Denes/ Ness Point (TM1).</p> <p>Tourism allocation of Lowestoft harbour (TM2).</p> <p>Mixed use including tourism at the western end of Lake Lothing (TM3).</p> <p>Existing Tourism areas (TM9).</p>	<p>Tourism development that supports and regenerates the tourism industry.</p>	<p>Change in the amount of tourism development.</p>	<p>Completions on major tourism allocations (WDC).</p> <p>Planning activity affecting tourist related development (SE-B8).</p>

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Providing for Sustainable Transport To encourage investment in transport infrastructure that supports regeneration	Safeguard South Lowestoft Relief Road and Carlton Colville bypass (part) (T1).	No development taking place in safeguarded corridor.	Development which does not harm objective of protecting corridor.	No. and type of planning applications in safeguarded corridors (WDC).
	Safeguard Northern Spine Road (T2).	No development taking place in safeguarded corridor.	Development which does not harm objective of protecting corridor.	No. and type of planning applications in safeguarded corridors (WDC).
	Pedestrian priority in Lowestoft town centre (T3).	Pedestrian priority schemes taking place.	Preparation of a programme for implementation.	Whether schemes completed in accordance with programme deadlines (WDC).
	Pedestrian priority in Beccles (T4).			
To encourage development in accessible locations and promote development of previously used land	Development with major transport implications (T5). Transport Assessments (T6).	No major development with major transport implications taking place outside the central areas of the towns.	Change in the amount of development with major transport implications in the central areas of the towns.	No. type and location of planning applications with major transport implications (WDC). Monitoring of policy LP1.
To encourage sustainable transport choices	Cycle routes (T7).	Increase in the proportion of journeys undertaken by cycle.	Change in the proportion of journeys undertaken by cycle.	Proportion of all journeys taken by cycle (SE-35 and Local Transport Plan).

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Providing for Sustainable Transport (Cont)	Interchange Facilities (T8).	To increase the percentage of all journeys over 1 mile undertaken by rail, bus, coach or taxi.	Percentage of all journeys over 1 mile undertaken by rail, bus, coach or taxi.	No. of journeys undertaken over 1 mile by rail, bus, coach or taxi (SE- 35 and Local Transport Plan).

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Protecting the Environment To safeguard and improve the natural environment	Suffolk Coast and Heaths (ENV1), Special Landscape Area (ENV3) and Impact on the Broads (ENV4).	No departures from Local Plan. No loss of designated landscape areas. Preservation of the distinctive features of the landscape character areas in Waveney.	Area of designated landscapes.	Area of designated landscapes (AONB, SLA, Broads) (SE-14). WI landscape recording project – changes in Landscape Character areas (SE-17).
	Historic Parks and Gardens (ENV6).	No harm to historic parks.	Change in the number and area of Historic Parks and Gardens.	No. and area of Historic Parks and Gardens (SE-15).
	International/ national wildlife sites and protected species (ENV8). County Wildlife Sites/ Local Nature Reserves (ENV9).	No loss in the number and area of ecological designations.	Change in number and area of designated ecological sites.	No. and area of designated ecological sites (SE-19). No. of nature conservation sites lost or damaged as a result of development (SE-20). Planning activity relating to the safeguarding of protected species (SE-B13). Protection of Waveney's biodiversity through sampling (SE-21). Planning activity in, or related to, sites designated as of nature conservation value (SE-B12).

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Protecting the Environment (Cont)	TPO's (ENV11).	No net loss in protected trees.	Change in the number of new Tree Preservation Orders (TPO's) served within villages and urban areas.	Number of new TPO's served in villages and urban areas (SE-33).
	Common land and village green (ENV7).	No loss of commons or village greens.	Change in the number of commons and village greens.	No. of commons and village greens.
	<p>Conservation Areas (ENV15).</p> <p>Demolition in a Conservation Area (ENV16).</p> <p>Replacement windows in Conservation Areas (ENV17).</p> <p>Shop fronts in Conservation Areas (ENV22).</p> <p>Illuminated adverts (ENV23).</p>	On-going conservation and enhancement of Conservation Areas.	Change in the quality of Conservation Areas.	<p>Change in number and area of Conservation Areas (SE-22).</p> <p>Change in number of Conservation Area appraisals completed (SE-23).</p> <p>Enhancement schemes completed in Conservation Areas (SE-B16).</p> <p>Grant aided work to historic buildings and buildings in Conservation Areas (SE-B17).</p> <p>No. of Article 4(2) Directions in Conservation Areas (SE-B18).</p> <p>No. of joint funded Conservation Area initiatives in Waveney and their achievements (SE-B19).</p>

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Protecting the Environment (Cont)	Alterations to Listed Buildings (ENV18).	No loss of Listed Buildings.	Change in the number of Listed Buildings by grade.	No. of Listed Buildings by grade (SE-24).
	Development that detracts from Listed Buildings (ENV19).			Change in the number of historic buildings at risk (SE-25).
	Demolition of Listed Buildings (ENV20).			Grant aided work to historic buildings and buildings in Conservation Areas (SE-B17).
Coastal Zone	Conversion of Listed Buildings (ENV21).	To protect and prevent damage to any Scheduled Ancient Monuments as a result of planning permission.	Change in number of Scheduled Ancient Monuments damaged as a result of development.	Planning applications potentially affecting Scheduled Ancient Monuments approved (SE-26).
	Ancient Monuments (ENV25).			
	Proposals for defence schemes (ENV12).	No inappropriate development likely to affect coastal processes.	Development in line with the overall strategy for the coast.	No. of applications made within the erosion risk line including 30m landward of the line (WDC).
	Development in erosion risk zone (ENV13).			No. of planning applications refused due to location being prone to coastal erosion (SE-B58).

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Renewable Energy	Proposals for combustion based renewable energy developments (ENV27).	Continual progress towards meeting the renewable energy generation target of 12% for Suffolk by 2010.	Change in renewable energy developments.	<p>Installed electricity generating capacity using renewable energy (SE-47).</p> <p>No. and potential electricity generating capacity of renewable schemes with planning permission (SE-B44).</p> <p>Change in installed electricity generating capacity using renewable energy as a proportion of the County's renewable energy potential (SE-48).</p> <p>No. and potential generating capacity of renewable schemes refused planning permission (SE-B45).</p>

MONITORING FRAMEWORK FOR KEY POLICIES

PLANNING OBJECTIVE	POLICIES	TARGET	INDICATOR	HOW MEASURED
Community Facilities, Recreation and Open Space To encourage the provision of community facilities and infrastructure in appropriate locations to help create sustainable communities	Community Centres (CF3).	No net loss of community centres.	Change in number of community centres.	No. of community centres (WDC).
	Allotments (CF5).	No net loss of allotments.	Change in number and area of allotments.	Existing provision of allotments (SE-B37).
To safeguard and improve the provision of open space and recreation facilities within Waveney	Protection of existing open spaces and buildings (OS1). Open space standard (OS2).	No net loss of open space or buildings of recreational, educational, biodiversity or amenity value.	Change in number and area of open space sites or buildings of recreational value.	Provision of indoor sports and leisure facilities (SE-B39). Planning applications refused due to a loss of outdoor playing space (SE-B41). Change in existing provision of outdoor playing space (youth and adult use) (SE-42). Change in existing provision of children's play space (SE-43). Hectarage of outdoor playing space lost as a result of development (SE-44).

APPENDIX 2**Development Guidelines for Housing/Mixed Use Allocations**

The following development guidelines highlight some of the key points that should be addressed in developing the sites. They are not comprehensive and should be read in conjunction with other relevant Local Plan policies and in particular those in Chapter 4 Development Control.

H1.1 Pope's Garage, Bridge Road North, Oulton Broad	
Previous/existing land use	Garage
Area	0.44 ha
Proposed use	Residential
Estimated capacity	18 dwellings
Density	41 dwellings/hectare
Units on Brownfield/Greenfield	18/0
Dwelling types and size	Mix of houses and flats, two/two and a half storeys
Affordable housing	30% (6 units - mix to be agreed with Housing)
Vehicular access	Access from Bridge Road but no right turn will be allowed into or out of the site.
Pedestrians and cyclists	Link with existing.
Car parking	Max 1.5 spaces per dwelling across the development.
Design and layout	Frontage of Bridge Road should be continued. Design of dwellings to reflect the character of the area.
Landscaping	Planting of open space and boundaries as appropriate.
Open Space	On site provision of 775 sq m to be maintained by the developer/future residents or off site contributions for play space to Nicholas Everitt Park or Normanston Park of £10530.
Education contributions	Required for following age groups: 9-13 (Lothingland Middle) 13-16 and 16+ (Benjamin Britten)
Fire safety	No fire hydrants required.
Contamination Issues	Site investigation required to assess level of remediation work which may be required.
Drainage Issues	Anglian Water advise that a public sewer running across the site will require diversion.
Noise Issues	Calculation of Rail Noise required.

H1.2 Land to the West of Ullswater, Bloodmoor, Carlton Colville

No development guidelines have been prepared for this site as it already has a development brief for the site.

H1.3 Depot adjacent to 89 Ellough Road, Beccles	
Previous/existing land use	Industry (part in use)
Area	1.91 ha
Proposed use	Residential
Estimated capacity	57 dwellings
Density	30/ha
Units on Brownfield/Greenfield	57/0
Dwelling types and size	Mix of house types and sizes. Bungalows in the north

	east of the site.
Affordable housing	30% (19 units - mix of 2/3/4 bed houses)
Vehicular access	Access off Ellough Road.
Pedestrians and cyclists	Investigate potential for links through to Lowestoft Road, possibly via The Uplands to the north.
Car parking	Max. 1.5 spaces per dwelling across the site.
Design and layout	Any design and layout needs to respect the two levels of the site. Development should include a frontage to Ellough Road.
Open Space	On-site provision of open space including junior play area of 0.3 ha to be at heart of development with surveillance from surrounding housing.
Education contributions	Required for following age groups: 5-9 (Crowfoot Primary) 13-16 and 16+ (Sir John Leman High)
Fire safety	Two hydrants to be provided on site.
Contamination Issues	Consult WDC Environmental Services.

H1.4 Rear of 30 to 40 Banham Road, Beccles	
Previous/existing land use	Garage court (WDC) (in partial use).
Area	0.13 ha
Proposed use	Residential
Estimated capacity	6 dwellings
Density	46 dwellings/ha
Units on Brownfield/Greenfield	6/0
Dwelling types and size	Courtyard of smaller (1/2 bed) single storey/one and a half storey properties.
Affordable housing	30% (2 units - mix to be agreed with Housing)
Vehicular access	Access to be designed as a private drive only, retaining existing rights of access to rear garages.
Pedestrians and cyclists	Links through the site to be retained.
Car parking	Max. 1.5 spaces per dwelling across the site.
Design and layout	Courtyard design which minimises overlooking of adjacent properties. Two storey may be possible, subject to overlooking.
Open Space	Amenity area in shared courtyard space (240 sq m) or contribution to off-site play provision at Bramley Rise (total £3150)
Education contributions	None
Conservation Issues	Possible church/cemetery site. Detailed archaeological mitigation strategy required which could be at a significant cost and would attract conditions on any planning consent.
Fire safety	Two fire hydrants to be provided on site.
Contamination Issues	Consult WDC Environmental Services.
Drainage Issues	Anglian Water advise both foul and surface water sewers available. Environment Agency advise that the site is within a groundwater Source Protection Zone 2 area. Possibility of some aquifer contamination. Desk top study required.

T8.2 Former Railway Land, George Westwood Way, Beccles	
Previous/existing land use	Railway land (vacant)
Area	0.55 ha of which 0.17 ha residential
Proposed use	Residential and transport interchange
Estimated capacity	10 dwellings
Density	59 dwellings/ha
Units on Brownfield/Greenfield	10/0
Dwelling types and size	Terraces/town houses
Affordable housing	30% (3 units - mix to be agreed with Housing).
Vehicular access	Off George Westwood Way. Contribution to an improved junction at Station Road/George Westwood Way required.
Pedestrians and cyclists	Provision of pedestrian/cycle crossing on George Westwood Way. Links to the Station and Common.
Car parking	Max. 1.5 spaces per dwelling across the site, potential to reduce standards due to the proximity of the town centre and Station.
Design and layout	High quality frontage as site is situated on a main access route into the town, same applies to the frontage to Station Square if developed as this is the boundary of the Conservation Area.
Open Space	Contribution to off-site provision at the Common (total £4050).
Education contributions	None
Conservation Issues	Southern end of the site abuts the Beccles Conservation Area. Suffolk Wildlife Trust suggest the site should be surveyed for reptiles.
Fire safety	No fire hydrants required. Existing hydrant to remain accessible at all times.
Contamination Issues	Former coal storage site, consult WDC Environmental Services.
Drainage Issues	Flood Risk Assessment required.
Noise Issues	Calculation of Rail Noise may be required. Consult Environmental Services.

H1.5 Telephone Exchange, Lower Olland Street, Bungay	
Previous/existing land use	Telephone exchange (in use)
Area	0.26 ha
Proposed use	Residential
Estimated capacity	8 dwellings
Density	31/ha
Units on Brownfield/Greenfield	8/0
Dwelling types and size	Mix of town houses and flats, variety of sizes.
Affordable housing	30% (2 units - type and size to be agreed with Housing)
Vehicular access	Maximum of 8 units off a private drive. More units would require improvements to the access and visibility.
Pedestrians and cyclists	Link into existing.
Car parking	Max. 1.5 spaces per dwelling across the site. Potential to reduce standards due to the proximity of the town centre.
Design and layout	The height/layout of development needs to be sensitively designed to avoid overlooking the rear of

	existing residential properties and over dominating the smaller properties in Lower Olland Street. Linear form of development is preferable to reflect the character of the area.
Landscaping	Ensure screening along boundaries to minimise overlooking.
Open Space	Contribution to off-site provision Garden Close of for Bungay wide open space use eg sports pitches (total £6240).
Education contributions	None
Conservation Issues	Partly within the Conservation Area, plus a number of Listed Buildings adjoining the site.
Fire safety	No hydrants required.
Contamination Issues	Consult WDC Environmental Services.
Drainage Issues	Essex and Suffolk Water advise that additional off-site mains reinforcement is likely to be required.

H1.6 Excelsior House, Norwich Road, Halesworth	
Previous/existing land use	Storage (vacant)
Area	0.13 ha
Proposed use	Residential
Estimated capacity	6 dwellings
Density	46 dwellings/ha
Units on Brownfield/Greenfield	6/0
Dwelling types and size	2 storey houses
Affordable housing	30% (2 units - type and size to be agreed with Housing)
Vehicular access	Visibility from the existing access is restricted to the right (south). The egress from the development should be moved to the northern boundary of the site to maximise the available visibility splay.
Pedestrians and cyclists	Link into existing network.
Car parking	Max 1.5 spaces per dwelling across the development.
Design and layout	Small group of dwellings possibly focusing on a central amenity space.
Landscaping	Boundary planting required particularly along the Norwich Road frontage.
Open Space	Off site contributions to Old Station Road open space (total £3150).
Education contributions	None
Fire safety	No hydrants required.
Drainage Issues	Both foul and surface water sewers available.

H1.7 Ridgeons Ltd, Quay Street, Halesworth	
Previous/existing land use	Builders Merchants (in use)
Area	0.84 ha
Estimated capacity	32 dwellings
Density	38/ha
Units on Brownfield/Greenfield	32/0
Dwelling types and size	Mix of dwellings.
Affordable housing	30% (10 units - mix of 2/3/4/ bed houses)
Vehicular access	Visibility to Quay Street is restricted. This could be

	improved by narrowing Quay Street to 6 metres wide and providing a footway on the southern side linking the existing footway outside 5 Quay Street to Malthouse flats.
Pedestrians and cyclists	Footway/cycle links should be provided through the site from Quay Street to the Town Park.
Car parking	Max 1.5 per dwelling across the site.
Design and layout	Prominent town centre site on the edge of the Conservation Area. Design needs to enhance the area. The facade line of Quay Street needs to be reinforced. Development in depth should be kept back from the river to minimise flood risk and to create a green and landscaped river bank. Orientation of buildings should maximise the potential of this south facing site to benefit from Passive Solar Design.
Landscaping	Existing trees should be protected as part of any comprehensive landscaping scheme.
Open Space	On site provision of amenity space (0.13 ha) to create green and landscaped river bank with seating.
Education contributions	None
Conservation Issues	Abuts Halesworth Conservation Area. Part of the site comprises garden land to a listed building, 5 Quay Street. Also on edge of Special Landscape Area. As an urban quay area the restoration of the lock is required and the County Archaeologist will require a detailed archaeological mitigation strategy to be completed. This could be at a significant 'development cost' and would attract archaeological conditions on any permission.
Fire safety	No hydrants required.
Contamination Issues	Consult WDC Environmental Services.
Drainage Issues	Southern half of site lies within indicative floodplain. Flood Risk Assessment required. No public sewers readily available. Anglian Water require off-site works to achieve connection to the foul system. Surface water could be taken direct to adjacent river.

H1.8 Rear of Bedingfield Crescent, Halesworth	
Previous/existing land use	Garaging/parking (in partial use)
Area	0.56 ha
Proposed use	Residential including retention of some garaging
Estimated capacity	12 dwellings
Density	21 dwellings/ha
Units on Brownfield/Greenfield	12/0
Dwelling types and size	Mix of family housing and bungalows.
Affordable housing	30% (4 units - mix to be agreed with Housing)
Vehicular access	SCC comment - Both existing accesses are narrow and additional land would be required to provide safe access to adoptable standards.
Pedestrians and cyclists	Links through the site are required.
Car parking	Max 1.5 per dwelling across the site. Provision of garaging to accommodate existing users required on part of the site. This may be best achieved by retaining the access and garage court to the north as existing.

Design and layout	The inclusion of bungalows in the layout should assist in minimising overlooking of existing properties. Development focused around a green with play area should be considered.
Open Space	On site provision of 0.1 ha required as above.
Landscaping	Along boundaries and amenity area.
Education contributions	None
Fire safety	Two fire hydrants to be provided on site.
Drainage Issues	Close to indicative fluvial floodplain. Flood Risk Assessment required. Essex and Suffolk Water advise unlikely to require off-site mains or mains reinforcement.

H1.9 Dairy Farm, London Road, Halesworth	
Previous/existing land use	Vacant site
Area	1.2 ha
Proposed use	Residential
Estimated capacity	58 dwellings
Density	48/ha
Units on Brownfield/Greenfield	58/0
Dwelling types and size	Mix of dwellings.
Affordable housing	30% (20 units - mix to be agreed with Housing)
Vehicular access	Access to Saxons Way cannot be achieved. An access needs to be identified and agreed with the Highway Authority, possibly from the Angel Link Road.
Pedestrians and cyclists	Route 1: Route from town centre via Angel Link to Swan Lane at Saxons Way road crossing. Toucan Crossing on Saxons Way. May become part of re-routed National Cycle Route 1. Link should go through open space, possibly following line of existing hedgerow. Route 2 Link from town centre via Angel Link to Swan Lane at pedestrian entrance to Rainbow. Two routes could be combined.
Car parking	Max 1.5 spaces/dwelling across the development. Potential to reduce given close proximity to town centre.
Design and layout	Dwellings should be orientated so as to provide an attractive frontage to Saxons Way and to maximise views across the Special Landscape Area to the east.
Landscaping	Need to retain as many existing natural features (i.e. trees and hedges) as possible. Landscaping required throughout site and particularly along north east and south east boundaries to soften impact of development when viewed from Saxons Way.
Open Space	On-site provision (approx 0.2 ha) required to south and south east of site. Pedestrian/cycle route 1 (as above) to be routed through open space. Surveillance of open space to be provided by frontages of housing looking out to south east and south. Children's play area to be located in south west corner of open space, away from Saxons Way.
Education contributions	None.
Conservation Issues	Suffolk Wildlife Trust suggest reptiles survey at appropriate time of year. SCC Archaeology comment - Mediaeval urban area requiring detailed archaeological mitigation strategy.

Fire safety	One fire hydrant to be provided on site.
Contamination Issues	Consult WDC Environmental Services
Drainage Issues	Flood Risk Assessment required due to proximity of fluvial floodplain.
Noise Issues	Calculation of Road Traffic Noise at south east end of site required.

H1.10 Hillfield, Winston Road, Reydon	
Previous/existing land use	Residential care home (SCC)
Area	0.70 ha
Proposed use	Residential
Estimated capacity	26 dwellings
Density	37 dwellings/ha
Units on Brownfield/Greenfield	26/0
Dwelling types and size	Mix of dwellings.
Affordable housing	30% (8 units - mix to be agreed with Housing)
Vehicular access	SCC comment - need to widen Winston Road to provide a 5.5m road with 1.8m footways either side.
Pedestrians and cyclists	New footway required on north side of road. Links required.
Car parking	Max 1.5 spaces per dwelling across the development.
Design and layout	Max two storey. Focus redevelopment around a central green space or adapt existing buildings with some rebuild or additions.
Landscaping	Plant green space with semi-mature trees.
Open Space	0.11 ha amenity space required on site, to form integral part of urban design of site. Possibly as central amenity space. No play facilities required.
Education contributions	Required for following age groups: 13-16 and 16+ (Sir John Leman High, Beccles)
Fire safety	Three fire hydrants to be provided on site.
Contamination Issues	None
Drainage Issues	Essex and Suffolk Water advise unlikely to require off-site mains or mains reinforcement.

H1.11 St Margarets Court, Wangford Road, Reydon	
Previous/existing land use	Residential care home (WDC)
Area	0.57 ha
Proposed use	Residential
Estimated capacity	37
Density	65/ha
Units on Brownfield/Greenfield	37/0
Dwelling types and size	Mix of flats and family houses.
Affordable housing	30% (11 units - mix to be agreed with Housing)
Vehicular access	Existing access road satisfactory.
Pedestrians and cyclists	Pedestrian links required.
Car parking	Max 1.5 spaces per dwelling across the development.
Design and layout	Any redevelopment should retain a frontage to Wangford Road. Development in depth should provide enclosure through crescent layouts and courtyards.
Landscaping	Substantial semi-mature planting along Wangford Road.

Open Space	On site provision (0.1 ha) required.
Education contributions	Required for following age groups: 13-16 & 16+ (Sir John Leman High, Beccles)
Fire safety	One fire hydrant to be provided on site.

R2.1 Former Oswald's Marina, Bridge Road, Oulton Broad	
Previous/existing land use	Boat yard and 2 cottages (vacant), Tanning Centre (in use), library (in use)
Area	0.6 ha
Proposed use	Residential, library and tourism use e.g. cafe/restaurant, bar
Estimated capacity	50 dwellings
Density	100/ha based on whole site (mixed use scheme)
Units on Brownfield/Greenfield	50/0
Dwelling types and size	Mix of town houses/flats
Affordable housing	10% (5 units - mix to be agreed with WDC Housing)
Vehicular access	To be accessed off the roundabout.
Pedestrians and cyclists	Footpath /cycle track runs through the site and needs to be retained.
Car parking	Max 1.5 spaces per dwelling across the development. Potential to reduce given proximity to shops, services and public transport.
Design and layout	High density building of stature with strong water frontage design, which maximises the potential of this south facing site. The library should occupy a waterfront position and there should be public access to the waterfront. Provision should be made for ground floor tourism use of part of the building facing the waterfront and mooring facilities for a waterbus.
Landscaping	Hard and soft landscaping.
Open Space	On site provision of 0.13 ha to form key element of the design of the development or off-site contributions required to Nicholas Everitt Park (£113,400)
Education contributions	Required for the following age groups: 9-13 (Lothingland/Foxburrow Middles) 13-16 & 16+ (Benjamin Britten High)
Fire safety	Two fire hydrants to be provided on site.
Drainage Issues	Part of site is not protected to appropriate standard. Flood Risk Assessment required.
Noise Issues	Calculation of Road Traffic Noise required.

R2.2 Land to the south of Horn Hill, Lowestoft	
Previous/existing land use	Industry (in partial use)
Area	3.17 ha
Proposed use	Residential/Commercial/Open Space
Estimated capacity	30 dwellings
Density	30 dwellings/ha based on residential development on 1 ha.
Units on Brownfield/Greenfield	30/0
Dwelling types and size	Mix of dwellings.

Affordable housing	30% (10 units - mix to be agreed with Housing)
Vehicular access	To be determined as part of a comprehensive approach to the site.
Pedestrians and cyclists	Links to town centre and seafront required.
Car parking	Max 1.5 spaces per dwelling across the development. Potential to reduce given proximity to town centre and likely improved links if the south quay development goes ahead.
Design and layout	A comprehensive approach to the development of the site, taking into account the regeneration of the wider area, is required. Development of the site should include a larger public green space, either as a linear feature through the site or as a central space.
Landscaping	Hard and soft landscaping to be addressed comprehensively.
Open Space	On site provision (0.16 ha) required in conjunction with the residential development.
Education contributions	Required for the following age groups: 5-9 (Fen Park Primary) 9-13 (Kirkley Middle) 13-16 & 16+ (Kirkley High)
Conservation Issues	Environment Agency advises need to assess impact on Kirkley Ham County Wildlife Site. Post medieval boatyards. Therefore Suffolk Archaeological Unit require a detailed archaeological mitigation strategy.
Fire safety	Two fire hydrants to be provided on site.
Contamination Issues	Consult Environmental Services.
Drainage Issues	Part of site not protected to appropriate standard. Flood Risk Assessment required. Essex and Suffolk Water advise unlikely to require off-site mains or mains reinforcement.
Noise Issues	Calculation of Road Traffic Noise for South Lowestoft Relief Road required. Need to consider potential noise impact from KYE on the north side of Horn Hill.

TM3 West end of Lake Lothing, Off Victoria Road, Lowestoft	
Previous/existing land use	Mix of commercial uses (in partial use)
Area	4.33 ha
Proposed use	Residential/Tourism e.g. marina, cafe/restaurant, bar
Estimated capacity	113 dwellings
Density	67 dwellings/ha based on residential development on 1.4 ha.
Units on Brownfield/Greenfield	113/0
Dwelling types and size	Mix of flats/town houses
Affordable housing	10% (5 units - mix to be agreed with WDC Housing)
Vehicular access	Via Crompton Road and/or Stanley Road. Neither have adequate visibility at present. Transport Assessment required. Access to the land to the west of the railway line, as existing.
Pedestrians and cyclists	Public access to water frontage required. Links with existing network required.
Car parking	Max 1.5 spaces per dwelling across the development.
Design and layout	Comprehensive development required, which maximises the potential of the water frontage, including public

	access. Land to the west of the railway line could be developed separately but would need to take into account the potential to create links between the two areas in terms of access and landuse.
Landscaping	Hard and soft landscaping required.
Open Space	On site provision required (0.3 ha) as part of comprehensive scheme.
Education contributions	Required for following age groups: 5-9 (Dell Primary) 9-13 (Elm Tree Middle) 13-16 & 16+ (Kirkley High)
Fire safety	Six fire hydrants to be provided on site.
Contamination Issues	Consult WDC Environmental Services.
Drainage Issues	Part of site is not protected to the appropriate standard for flooding. Need a Flood Risk Assessment. The Environment Agency would expect the retention of all areas of intertidal habitat and Land Drainage Consent would be needed for works affecting sea defences. Essex and Suffolk Water advise unlikely to require off-site mains or mains reinforcement.
Noise Issues	Environmental Services advise possible issue given nearby uses.

R2.3 Rear of Fair Close, Gosford Road, Beccles	
Previous/existing land use	Warehousing (vacant)
Area	0.89 ha
Proposed use	Residential/Commercial
Estimated capacity	33 dwellings
Density	37 dwellings/ha
Units on Brownfield/Greenfield	33/0
Dwelling types and size	Mixed town houses/terraces, variety of sizes.
Affordable housing	30% (11 units - mix to be agreed with Housing)
Vehicular access	Extend existing access road and segregate from Rainbow servicing yard.
Pedestrians and cyclists	Links to Fair Close needed.
Car parking	Max. 1.5 spaces per dwelling across the site. Potential to reduce standards due to the proximity of the town centre and Station.
Design and layout	Strong urban design statement needed in this location. Need for a design which sympathetically mixes and juxtaposes housing and commercial uses. e.g. part of the site may have potential for a foyer scheme.
Landscaping	Hard and soft landscaping required.
Open Space	Central, shared amenity space area as key element of urban design of the scheme (0.14 ha)
Education contributions	Required for following age groups: 5-9 (Ravensmere Primary) 13-16 years and 16+ (Sir John Leman, Beccles)
Fire safety	Two fire hydrants to be provided on site.
Contamination Issues	Consult WDC Environmental Services.
Drainage Issues	Essex and Suffolk Water advise unlikely to require off-site mains or mains reinforcement.

R2.4 Three Willows Nursery & Charlsh Garage, St Johns Road, Bungay	
Previous/existing land use	Nursery & Garage (in use)
Area	0.54 ha
Proposed use	Residential/Garage including ancillary retail
Estimated capacity	15 dwellings
Density	35 dwellings/ha
Units on Brownfield/Greenfield	15/0
Dwelling types and size	Mixed terraces/town houses, variety of sizes, higher density.
Affordable housing	30% (5 units - mix to be agreed with Housing)
Vehicular access	Access preferably off both Bardolph Road and Southend Road to serve the whole site. Southend Road would not be acceptable as a single point of access, for the residential element, without improvement.
Pedestrians and cyclists	Need to create a permeable site, with links to Bardolph Road and Southend Road.
Car parking	Max. 1.5 spaces per dwelling across the site. Potential to reduce standards due to the proximity of the town centre.
Design and layout	Possible completion of residential frontage to Southend Road. Linear grouping of houses to reflect surrounding character. Garage to be redeveloped in existing corner of the site. Retail element to be minor and ancillary. High quality design required to reflect adjoining Conservation Area.
Open Space	Off-site contribution of £10,350 to provision at Garden Close or for Bungay wide open space use eg sports pitches.
Education contributions	None
Conservation Issues	Adjoins Conservation Area in the south west corner.
Fire safety	One fire hydrant to be provided on site.
Contamination Issues	Consult WDC Environmental Services.

SUFFOLK ADVISORY PARKING STANDARDS

APPENDIX 3

SUFFOLK ADVISORY PARKING STANDARDS

SUFFOLK ADVISORY PARKING STANDARDS			
LAND USE	MINIMUM CYCLE PARKING	MINIMUM OPERATIONAL	MAXIMUM CAR PARKING
CLASS A1			
FOOD RETAIL			
All premises not exceeding 1000m ² gfa	1 Stand per 200m ² gfa (1 Stand means a Sheffield Type Which will allow two cycles to park)	Adequate turning and loading facilities will be required including room for one 16.5m lorry (See Note 1 at end of Standards)	1 Space per 16m ² gfa
All premises above 1000m ² gfa	5 Stands plus 1 Stand per 400m ² gfa	Adequate turning and loading facilities will be required including room for at least one 16.5m lorry - assessment needed	1 Space per 14m ² gfa
NON FOOD RETAIL			
All premises not exceeding 1000m ² gfa	1 Stand per 200m ² gfa	Adequate turning and loading facilities will be required including room for at least one 16.5m lorry (See Note 1 at end of Standards)	1 Space per 20m ² gfa
All premises exceeding 1000m ² gfa	5 Stands plus 1 Stand per 400m ² gfa	Adequate turning and loading facilities will will be required including room for one 16.5m lorry per 1000m ² gfa or part thereof	1 Space per 20m ² gfa
CLASS A2			
Financial and Professional Services	1 Stand per 300m ² gfa	Adequate turning and loading facilities will be required including room for one 10m lorry (See Note 1 at end of Standards)	1 Space per 20m ² gfa

LAND USE	MINIMUM CYCLE PARKING	MINIMUM OPERATIONAL	MAXIMUM CAR PARKING
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CLASS A3			
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Restaurants, Cafés, Public Houses, wine bars and Drive Thru' Restaurants	1 Stand per 40m ² of public floor area	Adequate turning and loading facilities will be required including room for one 16.5m lorry (See Note 1 at end of Standards)	1 Space per 4m ² of public floor area
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Motorists Roadside Restaurant	1 Stand per 400m ² of public floor area	Adequate turning and loading facilities will be required including room for one 16.5m lorry	1 car space per 3m ² of dining area but where a change of use to a transport café (HGV) is possible it may be necessary to set the provision at one 16.5m lorry space per 2m ² of net public floor area
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Transport Café (HGV)			Cafés principally for lorry drivers provision at one 16.5m lorry space per 2m ² of dining area
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CLASS B1			
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Offices, Light Industry, Research & Dev up to 2500m ²	1 Stand per 300m ² gfa	Adequate turning and loading facilities will be required including room for one 16.5m lorry	1 Space per 30m ² gfa
over 2500m ²	1 Stand per 400m ² gfa	Adequate turning and loading facilities will be required including room for one 16.5m lorry	1 Space per 30m ² gfa

CLASS B2			
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General Industry	1 Stand per 300m ² gfa	Adequate turning and loading facilities will be required including room for one 16.5m lorry	1 Space per 30m ² gfa
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LAND USE	MINIMUM CYCLE PARKING	MINIMUM OPERATIONAL	MAXIMUM CAR PARKING
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CLASS B2 (continued)			
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Tyre and Exhaust drive in Service and Motor Vehicle Repair		Adequate turning and loading facilities will be required including room for one 10m lorry	3 Spaces per service bay excluding the bay plus staff parking
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CLASS B8			
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Warehousing This standard will only apply where the Development is specifically designed for storage or as a distribution centre within use class B8	1 Stand per 400m ² gfa	Adequate turning and loading facilities will be required including room for one 16.5m lorry per 250m ² gfa	1 space per 150m ²
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CLASS C1			
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Hotels	1 Stand per 20 bedrooms	Adequate turning and loading facilities will be required including room for one lorry/coach space per 100 bedrooms	1 car space for each bedroom
Guest and Boarding Houses, Motels	1 Stand per 20 bedrooms	"	1 space per letting bedroom plus 2 spaces for the proprietor
Conference Centre	1 Stand per 20 seats	"	1 space per 5 seats

CLASS C2			
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Hospitals	1 Stand per 10 beds	Adequate turning and loading facilities will be required including room for one lorry/coach space per 100 bed space	1 space per 4 staff members and 1 space for every bed provided. Additional space will be required when an outpatient department provided.
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LAND USE	MINIMUM CYCLE PARKING	MINIMUM OPERATIONAL	MAXIMUM CAR PARKING
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CLASS C2 (continued)			
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Community and Nursing Homes :- Homes for Children, and Adults and children with physical and leaning Disabilities	1 Stand per 10 beds	Adequate turning and loading facilities will be required including room for one lorry/coach space per 100 bed space	1 space for each member of residential staff and 1 space per two members of day staff and 1 space per 3 beds.
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Warden Serviced Housing for frail elderly people :-	1 Stand per two units	Legal agreement regarding occupation will be required or normal residential standards will apply	1 space per warden plus 1 space per 2 units
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CLASS C3			
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Homes in multiple occupation not holiday accommodation			2 spaces per 3 rooms
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HOUSES AND FLATS			
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For the purposes of this standard Poor off peak public transport services are defined as a frequency of less than three buses per hour within 300 metres of the dwelling	To be assessed in each case but a minimum of one secure space per dwelling (including flats) and in the case of flats stands for visitors should also be provided		In the case of major new developments, an average of 1.5 spaces over an estate may be possible. For main urban areas and locations where access to public transport is good, a maximum of 1 space per dwelling is appropriate. Where an urban location has poor off-peak public transport services, a maximum of 2 spaces per dwelling is appropriate. In rural or suburban locations where services are poor, a maximum of two spaces for three bedroom properties and a maximum of three spaces for four bedroom properties is appropriate.
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LAND USE	MINIMUM CYCLE PARKING	MINIMUM OPERATIONAL	MAXIMUM CAR PARKING
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CLASS D1			
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Health Centre or Clinics including veterinary surgery	5 stands		1 space for every practitioner (e.g. doctor, dentist), 1 space for every other 2 members of staff present and 6 visitor spaces for each consulting room.
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Places of Worship	1 Stand per 100m ² of public floor area	Adequate turning and loading facilities will be required including room for one coach space	1 space per 10m ² of public floor area
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Libraries and Museums	1 stand per 40m ² of public floor area	Adequate turning and loading facilities will be required including room for one 7m lorry space	1 space per 30m ² of public floor area
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CLASS D1			
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SCHOOLS and COLLEGES OF FURTHER EDUCATION			
General	1 stand per 10 staff	Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space	1 space per teaching staff member 1 space per 2 ancillary/non teaching staff 6 visitor spaces or 1 visitor space per 25 pupils whichever is the greater subject to a maximum of 20 spaces. Visitor spaces may be reviewed if parents parking is provided
Primary	1 stand per 8 pupils	Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space	No provision to be made for parents unless there are overriding circumstance of road safety danger or detriment to residential amenity then 1 space per 10 pupils will apply

LAND USE	MINIMUM CYCLE PARKING	MINIMUM OPERATIONAL	MAXIMUM CAR PARKING
CLASS D1 (continued)			
Middle and Upper	1 stand per 8 pupils	Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space	Parents parking not normally required.
Colleges of Further and Higher Education	1 stand per 10 students and staff	Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space	1 space per 15 students 1 space per 2 full time members of staff 1 space per 2 ancillary/non teaching staff
PLACES OF CONGREGATION			
Community, Village Halls, Bingo and Dance Halls	1 stand per 40m ² of public floor area	Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space	1 Space per 5 fixed seats or 1 space per 4m ² public floor area, whichever is the greater
CLASS D2			
Cinemas and others	1 stand per 40 seats	Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space	1 Space per 5 fixed seats
CLASS - Specific uses not included above (Sui-generis)			
Theatres	1 stand per 40 seats	Adequate turning and loading facilities will be required including room for one coach/16.5m lorry space	1 Space per 5 fixed seats

LAND USE	MINIMUM CYCLE PARKING	MINIMUM OPERATIONAL	MAXIMUM CAR PARKING
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CLASS – Specific uses not included above (Sui-generis) (continued)

SPORTS FACILITIES (See Note 2)

Team Sports	3 stands per pitch	1 coach space per two pitches	20 spaces per pitch (football, cricket, rugby etc) plus one space per 10 spectator seats
Swimming Pools, Gymnasias and Sports Halls	1 Stand per 100m ² of public area	1 coach space	1 space per 10m ² of public area
Squash Clubs	1 stand per 2 courts		3 spaces per court
Tennis and Badminton Clubs	1 stand per court		4 spaces per court
Golf Club & Club House	10 stands	1 Coach	150 desirable for 18 holes
Golf Driving Range	1 stand per 10 tees		2 spaces per tee
Bowls Club	1 stand per lane	1 Coach	3 spaces per lane plus bar area
Snooker Club	1 stand per 2 tables		2 spaces per table plus bar area
Stadia	to be assessed	To be assessed	1 spaces per 15 seats

Note 1 : For A1, A2 and A3 uses, there may be occasions where the minimum operational requirements cannot be met or to do so would create adverse impacts on matters of recognised planning importance such as residential amenity or the character or appearance of, say, a Conservation Area. Where this is the case the Local Planning Authority and Highway Authority will balance the benefit of the provision of the service, and the impacts provision of the minimum standards would have, against the highway implications of reducing or omitting the operational parking requirement.

Note 2: As with other uses, the level of parking for sports facilities should take account of opportunities to make use of non-car modes of access so that provision can be reduced from the maxima. However, it is recognised that, by their nature, some facilities will be in rural locations where other transport is limited.

APPENDIX 4

SITES OF SPECIAL SCIENTIFIC INTEREST

Parish

Benacre
Flixton (nr Bungay)
St Mary South Elmham (Homersfield)
Lowestoft
Holton
Southwold

Shadingfield
Sotterley

Site

Benacre to Easton Bavents*
Abbey Wood
Flixton Quarry
Corton Cliffs*
Holton Pit
Minsmere - Walberswick Heath and Marshes*
(partly within Waveney)
Titsal Wood*
Sotterley Park*

* denotes site within more than one parish

OTHER DESIGNATIONS

National Nature Reserve

Benacre

Benacre Broad*

Ramsar Site

Wangford with Henham

Minsmere - Walberswick Heath and Marshes*
(partly within Waveney)

Candidate Special Area of Conservation

Benacre
Wangford with Henham

Benacre to Easton Bavents Lagoons* (part)
Minsmere - Walberswick Heath and Marshes*
(partly within Waveney)

Special Protection Area

Wangford with Henham

Benacre

Minsmere - Walberswick Heath and Marshes*
(partly within Waveney)
Benacre to Easton Bavents* (part)

* denotes site within more than one parish

APPENDIX 5

COUNTY WILDLIFE SITES

County Wildlife Sites

<u>Parish</u>	<u>Site</u>	<u>Grid Ref (TM)</u>
All Saints & St Nicholas South Elmham	All Saints Rectory Meadows	331832
All Saints & St Nicholas South Elmham	All Saints Churchyard	330828
Barsham	Furze Common	391880
Barsham	Rectory Meadow Ponds	395895
Beccles	Beccles Common	432906
Benacre	Benacre Wood	499846
Benacre	Kessingland Levels*	520850
Blundeston	Blundeston Prison Lake and Woods	515964
Blyford	Blyford Wood	425780
Blyford	Hurricane Wood*	413770
Brampton with Stoven	Stoven Wood*	440825
Carlton Colville	Carlton Grove	504903
Ellough	Ellough Airfield	456881
Ellough	Ellough Churchyard	444867
Ellough	Ellough Grove (North and South)	460878/ 460874
Flixton (nr Bungay)	Flixton Woods	315853
Flixton (nr Lowestoft)	Whitehouse Farm Meadow	521964
Flixton (nr Lowestoft)	Workhouse Wood	521953
Frostenden	Deep Hole	472808
Frostenden	Frostenden Spring	462829
Frostenden	Old Henham Brickyard and Blomfield Wood	472805
Halesworth	Birds Folly	393774
Halesworth	Halesworth Cemetery	393777
Halesworth	New Reach River	392773
Halesworth	Fairview Farm Meadow	393789
Henstead with Hulver Street	Brier Wood	481861
Henstead with Hulver Street	Savage Wood	489844
Henstead with Hulver Street	The Hundred River and Associated Dykes*	500865
Holton	Holton Hall Park	407782
Holton	Holton Sandpits	405774
Ilketshall St Andrew	Godfreys Common	383867
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	Ilketshall St Margaret Churchyard	349853
Kessingland	Kessingland Beach	537855
Kessingland	Kessingland Cliffs	536871
Lound	Lound Lakes*	505005
Lowestoft	Bonds Meadow	523935
Lowestoft	Christmas Lane Meadow	514935
Lowestoft	Corton Woods	546966
Lowestoft	Foxburrow Wood	536956
Lowestoft	Gunton Meadow	538961
Lowestoft	Gunton Warren	549959
Lowestoft	Gunton Pond	539961
Lowestoft	Hall Road Ham	520931
Lowestoft	Harbour Kittiwake Colony	552927
Lowestoft	Kirkley Ham	539922
Lowestoft	Leathes Ham	531932
Lowestoft	Ness Point	556937

Lowestoft	Oulton Road Pond and Meadow	533943
Lowestoft	Pakefield Beach	539905
Lowestoft	Pakefield Cliffs	537893
Lowestoft	Pakefield Park	532906
Lowestoft	Rusty Back Fern site	527931
Lowestoft	St Maragret's Churchyard	542943
Lowestoft	Yarmouth Railway Line	540938
Mutford	Marsh Lane Farm Marsh	475875
Mutford	Mutford Big Wood	492894
North Cove	North Cove Alder Carrs*	460907
Oulton	Parkhill Wood	528959
Redisham	Gorse Thick	401854
Reydon	Easton Marshes	511770
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 Mary South Elmham (Homersfield)	Flixton Pits	297865
St Mary South Elmham (Homersfield)	Limbourne Common Dykes	281842
St Mary South Elmham (Homersfield)	Timber Shrubs	286845
St Michael South Elmham	Bryant's Meadow	351827
St Peter South Elmham	St Peter's Churchyard	336848
Shadingfield	Great Wood	420844
Shadingfield	Sparrow's Thick*	412855
Somerleyton, Ashby and Herringfleet	Valley Swamp, Fritton Woods	495006
Sotterley	Ashley Wood	447835
Sotterley	Southwell Lane Wood	455839
Southwold	Buss Creek*	499766/
		504768
Southwold	Southwold Denes	507752
Southwold	Town Marshes	502755
Southwold	Walberswick Saltmarsh	502746
Uggeshall	Clay Common Ponds	467810
Wangford with Henham	Wangford Marshes*	463785
Wangford with Henham	Henham Marshes	457767
Wangford with Henham	Tuttles Wood	457788
Weston	Newhouse Farm Meadow	432863
Weston	Weston Crossing Meadow	415859
Weston	Weston Crossing Railway Line	415865
Willingham St Mary	Likely Wood	445956
Willingham St Mary	Willingham Wood	456862
Wissett	Long Meadow*	371806
Wrentham	Kitchen Wood*	490837
Wrentham	Wrentham Great Wood	496838
Wrentham	Wrentham Cemetery	491830

* Denotes site in more than one parish

Roadside Nature Reserves

<u>Parish</u>	<u>Side(s) of road</u>	<u>Length (metres)</u>	<u>Grid ref (TM)</u>		<u>Reason for protection</u>
			<u>start</u>	<u>finish</u>	
Blyford	West	70	42497676	42507669	Sandy stilt puffball fungus
Blyford	North-east	280	41997717	42207700	Sandy stilt puffball
Henham	North	42	45317922	45347919	Orpine
Mettingham	South	100	36959011	37059010	
St Mary SE (Homersfield)	East	65	28798464	28828460	Bolder clay flora
St Margaret SE	East	55	31528455	31538460	Bolder clay flora
St Michael SE	North-west	95	34118316	34168324	Bolder clay flora
St Peter SE	South	84	33278482	33348484	Primrose
					Pyramidal Orchid
Sotterley	West	105	45455843	45458454	Pencilled crane's bill
					Meadow crane's bill
Wissett	West	180	36798057	36808074	Bolder clay flora

APPENDIX 6

ANCIENT WOODLAND

<u>Parish</u>	<u>Site</u>	<u>Grid Ref (TM)</u>
Benacre	Holly Grove	511826
Blyford	Blyford Wood	424781
Brampton with Stoven	Stoven Wood	427837
Covehithe	Easton Wood	519802
Flixton (nr Bungay)	Abbey Wood	315860
Flixton (nr Bungay)	Coombes Wood	312853
Flixton (nr Bungay)	Heavyland Wood	317852
Flixton (nr Bungay)	Packway Wood	319857
Flixton (nr Lowestoft)	Workhouse Wood	521953
Frostenden	Blomfield Wood	472804
Frostenden	Frostenden Spring	461829
Henstead with Hulver Street	Brier Wood	480860
Henstead with Hulver Street	Savage Wood	489846
Ikletshall 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
Shadingfield	Sparrow's Thick*	412855
Sotterley	Ashley Wood	446836
Sotterley	Southwell Lane Wood	453839
Sotterley	Sotterley, Shepherds Woods	467852
Spexhall	Spexhall Wood	380822
Wangford with Henham	Tuttles Wood	456788
Willingham St Mary	Likely Wood	445857
Willingham St Mary	Willingham Wood	455862
Wrentham	Kitchen Wood	490836
Wrentham	Wrentham Great Wood	493838

* denotes site within more than one parish

APPENDIX 7

SCHEDULED ANCIENT MONUMENTS

<u>Parish</u>	<u>Ref</u>	<u>Site</u>	<u>Grid Ref (TM)</u>
All Saints & St Nicholas South Elmham	21450	Moated site and site of St Nicholas' Church, immediately east of Church Farm	3222 8287
All Saints & St Nicholas South Elmham	30521	Two moated sites adjoining All Saints' Church	3295 8283
Blundeston	30578	Moated site at Blundeston Hall	5199 9704
Bungay	1	Bungay Castle	334 897 334 896 335 897
Bungay	13	Castle Hills	336 896
Bungay	14	Butter Cross	337 897
Carlton Colville	30549	Moated site 200m south west of Bell Farm	5107 8949
Flixton (nr Bungay)	21448	Moated site of Flixton Priory	3154 8637
Flixton (nr Bungay)	21449	Boys Hall moated site, 410m north west of The Grange	3094 8619
Flixton (nr Lowestoft)	161	St Andrew's Church (remains of)	517 955
Gisleham	30579	Gisleham Manor moated site, 400m south west of White House Farm	5137 8794
Ilketshall St John	30547	Motte and bailey castle known as The Mount	3688 8797
Ilketshall St Margaret	30605	Moated site at Brook House	3566 8467
Lound	144	Lound Waterworks engine house	TG 501 006
Mettingham	70	Mettingham Castle	3600 8860
North Cove	30550	Wade Hall moated site	4722 9034
Shadingfield	30576	Moated site and associated earthworks at Westend Farm	4263 8525
Shadingfield	30577	Moated site at Moat Farm	4279 8517
St Cross South Elmham	21446	Moated site and associated fishponds of a bishop's palace at South Elmham Hall*	3077 8324
St Cross South Elmham	21447	South Elmham Minster	3074 8266
St Cross South Elmham	30523	Moats Hall moated site	2948 8421
St James South Elmham	30522	Moated site 150m south of St James' Church	3225 8106
St Margaret South Elmham	30524	Moated site as The Old Rectory	3145 8379

St Margaret South Elmham	30548	Moated site immediately north of St Margaret's Green	3224 8365
Wangford with Henham	179	Moated site in Moatyard Covert	450 795
Westhall	92	Moat Yards moated site	410 815
Wissett	30575	Moated site as Bleach Farm	3737 7955
Wissett	30574	Moated site and associated pond at Brookhall Farm	3708 8135

* denotes site in more than one parish

Appendix 9

COASTAL STRATEGY: Strategies for units of the Waveney coastline

Management Unit	Frontage Description	Coastal Strategy Policy
COR 4	North of Corton village to Waveney District/ Gt. Yarmouth Borough boundary	Limited Intervention
COR 5	Corton Village	Hold the present defence line then limited intervention
COR6	Corton Woods and Gunton Denes	Limited Intervention
COR 7	North Lowestoft Denes	Hold the present line
BEN 1	Lowestoft Ness	Hold the defence line
BEN 2	South Lowestoft Beach	Hold the defence line
	Pakefield Beach and Cliffs	No intervention
BEN 3	Kessingland Cliffs	No intervention
	Kessingland Village	No intervention
	Hundred River and Benacre Denes	Managed realignment
BEN 4	Benacre Cliffs	No intervention
	Benacre Broad	Managed Realignment
	Covehithe Cliffs	No intervention
	Covehithe Broad	Limited intervention
	Easton Wood Cliffs	No intervention
	Easton Broad	Managed Realignment
	Easton Bavents Cliffs	No intervention
BEN 5	Easton Marshes	Hold the defence line
	Southwold Town and Denes	Hold the defence line
N/A	Blyth Estuary	N/A
MIN 1	Walberswick	No intervention / Hold the Secondary defence line

APPENDIX 8

GLOSSARY OF TERMS

Action Plan

'Area action plans for key areas of change or conservation: containing detailed site-specific policies, proposals or guidance for areas of change or conservation.' ('Sustainable Communities - Delivering through Planning' Office of the Deputy Prime Minister July 2002)

Affordable housing

Housing that is provided, with subsidy, for people who are unable to resolve their housing needs in the local private sector market because of the relationship between housing costs and incomes. (Housing Needs Survey, 2000)

Allocation

Designation of land in the Plan for a particular use, i.e. industrial land.

Area of Outstanding Natural Beauty (AONB)

Environmentally sensitive land designated under the National Parks and Access to the Countryside Act 1949 for its special landscape value.

The Suffolk Coast and Heaths AONB was confirmed in 1970 by the Countryside Commission to protect the high landscape quality of the area for future generations. Suffolk Coast and Heaths is one of 41 AONBs which cover 15% of England and Wales.

Backland development

Development on a site to the rear of other existing buildings, without a highway frontage.

Bascule bridge

Double lifting bridge.

Biodiversity

The variety of plant and animal species, plus the groups of species which make up particular habitats. These help maintain a balanced environment at all levels, from local to global.

(The) Broads

This area is equivalent in status to a National Park. Under the Norfolk and Suffolk Broads Act 1998 the Broads Authority is the Local Planning Authority for the area. Its remit is to protect the natural beauty and promote public enjoyment of the area, as well as protecting navigation interests.

Brownfield land

Land which has been previously developed, but is now largely vacant or disused. For clarification, garden land is defined as brownfield.

Annex C of PPG3: Housing (March 2000) defines previously developed land as follows (including five footnotes not included below):

'Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed infrastructure. The definition covers the curtilage of the development. Previously developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures.

The definition excludes land and buildings that are currently in use for agriculture or forestry purposes, and land in built-up areas which has not been developed previously (e.g. parks,

recreation grounds, and allotments - even though these areas may contain certain urban features such as paths, pavilions and other buildings). Also excluded is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings), and where there is a clear reason that could outweigh the re-use of the site - such as its contribution to nature conservation - or it has subsequently been put to an amenity use and cannot be regarded as requiring redevelopment.'

Building Preservation Notice

A notice that can be served on buildings at risk from development that gives them immediate protection for up to six months (whilst they are referred to the Department for Culture, Media and Sport for listing).

Commuted sum

Sum payable for the provision of parking, public open space, community facilities or affordable housing for example, where such provision cannot be accommodated on a development site.

Comparison goods

A general term used to refer to non-food items sold in shops.

Conservation Area

An area, designated by a local authority, of special architectural or historic interest within towns and villages, which has been given special status to ensure its protection and enhancement.

Convenience goods

A general term used to refer to predominantly food items sold in shops.

County Wildlife Site

Areas of county-wide wildlife interest as defined using the following criteria:

- 'Woodland sites are selected using a number of criteria; ancient status, well-developed structure and diverse ground flora;
- Grasslands are selected on the basis of unimproved status, floral diversity and presence of rarities;
- Other habitats which are regionally or nationally scarce, e.g. heathland, vegetated shingle or open water are also represented;
- Any sites which support a population of one or more species listed in Schedule 5 or 8 of the Wildlife and Countryside Act or the Red Data Book are included.'

Taken from 'A Register of County Wildlife Sites in Suffolk' (1991 and updates), compiled by Suffolk Wildlife Trust and Suffolk County Council.

Development

Defined in Section 55 (1) of the Town and Country Planning Act 1990 as 'the carrying out of building, engineering, mining and other operations in, on, over or under land, or the making of any material change in the use of any buildings or land'.

Diversification of the rural economy

Increasing the range of businesses and jobs in rural areas to compensate for declining employment in agriculture.

Economic Development

Development that creates new, or safeguards existing jobs.

Environmental Impact Assessment

Evaluation of the impact of a development proposal on those aspects of the environment likely to be significantly affected by the development. (Taken from the Environmental Impact Assessment Regulations. March 1999)

Expenditure leakage

Money spent on retail goods in a town centre further away than the nearest town centre.

Flood Risk Assessment

Evaluation of the potential risk of flooding of a proposed development, and/ or flooding of existing development as a consequence of new development.

Greenfield land

Land which has not previously been developed, i.e. fields, woods, meadows, or land that has no recent history of development.

Green Travel Plan

A programme prepared by an employer to manage the travel needs of their staff in a sustainable way, i.e. promoting public transport, walking and cycling.

Greenways

Green or landscaped corridors following the routes of primary roads, footpaths, cycleways or river valleys.

Hectare

1 hectare = 2.471 acres

Heritage (built and architectural)

A term used to refer to the historical, architectural and archaeological features, buildings and monuments that are of local, regional or national interest.

Heritage Coast

An area of coastline protected and promoted by the Countryside Agency in association with local authorities for the enjoyment of the coast whilst protecting its natural beauty, nationally important wildlife and landscape features and improving the quality of inshore waters and beaches.

Home Zones

Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents (including people who walk and cycle, and children) in mind. The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them for people, not just for traffic.

Housing stock

Total residential units comprising all housing types and tenures.

Integrated transport

A term referring to the linking of different types of transport modes (i.e. cars, walking, cycling, public transport etc.) together to make an efficient network.

Key Result Area

Those areas of work which must be delivered in order for the organisation to meet its objectives.

Listed Building

A building or structure designated by the Secretary of State for the Department of Culture, Media and Sport as being of special architectural or historical interest.

Local Transport Plan

A five year programme of transport policies and proposals produced by County Councils, used to bid for funding from Government.

Market Towns Initiative

Project aimed at market towns lying within, or serving a rural hinterland designated as a Rural Priority Area. Beccles has funding through this initiative.

Mixed use development

A term used to refer to a variety of types of development on a particular site.

Objective

Long term intention that guides the implementation of the Plan's policies and proposals and act as performance indicators for them.

Objective 2 Local Area Framework

Part of the European Structural Funds Programme targeted at areas where unemployment is high and economic prosperity is low in relation to European averages.

Open Break

An area of land, generally within urban areas, to be kept free from development in order to maintain its open character.

Parking standards

The Council's requirements for parking provision ancillary to development. The current Suffolk Advisory Parking Standards (cars and cycles) are included in Appendix 3.

Permitted Development

Certain types of development that do not require planning permission (as set out in the General Permitted Development Order 1995).

Physical limits

The defined built up area of towns and larger villages within which most new development will occur.

Planning Obligation

Provision allowing a developer to enter into an agreement with the Council to provide other facilities needed to enable a development to go ahead. Also known as a Section 106 Agreement under Section 106 of the Town and Country Planning Act 1990.

Planning Policy Guidance Note (PPG)

National policy guidelines issued by the Office of the Deputy Prime Minister (ODPM) on a range of subjects affecting the use and development of land.

Proposals Map

The Ordnance Survey based plan that provides a visual illustration of Plan policies and proposals and defines sites for particular land uses where specific policies will apply.

Rail freight interchange

Facilities for transferring goods between lorries or boats and trains.

Regional Planning Guidance (RPG)

Policy advice issued by the Government Office for specific regions (such as the East of England), which sets broad strategic policies and targets for Development Plans.

Retail Impact Assessment

Evaluation of the impact of a retail development proposal, on factors such as travel patterns, environmental impacts, economic impact on town centres and other shopping centres.

Renewable energy

Continuous energy flows that occur naturally and repeatedly in the environment and can be tapped to meet energy needs.

Rural Priority Area

A rural geographical area identified by the Regional Development Agency as an area requiring economic and social regeneration. The Halesworth, Bungay, Southwold and Kessingland areas fall within the Suffolk Rural Priority area.

Scheduled Ancient Monument

A building, structure or work of national importance included by the Secretary of State in the schedule of monuments.

Sequential Test

For the purposes of retail and leisure development, the sequential test requires developers to identify key town centre sites, where suitable sites or buildings suitable for conversion are available. If there are no such opportunities, edge-of-centre sites (i.e. sites on the edge of a town centre) should be considered next, followed by district and local centres and only then out-of-centre sites in locations that are easily accessible by a choice of means of transport.

Single Regeneration Budget

Government scheme to provide funds for the regeneration of disadvantaged areas.

Sites of Regional Archaeological Importance

Defined areas in the Local Plan of regional significance to the mediaeval history of urban settlements.

Special Landscape Area

Area of countryside designated by the Council to provide protection from unsuitable development, but of lesser importance than the nationally designated Areas of Outstanding Natural Beauty.

Strategic Gap

An open break between settlements to protect the countryside and prevent coalescence.

Suffolk Biodiversity Action Plan

The local version of the national biodiversity action plan concentrating on those species and habitats particularly relevant to Suffolk.

Suffolk Structure Plan

A Plan prepared Suffolk County Council that sets out the broad strategic planning context for the county. It forms part of the statutory development plan for Waveney.

Supplementary Planning Guidance

Non-statutory planning guidance that complements Local Plans policies and proposals. It is often used to help implement the policies and proposals in the Local Plan, for example a development brief for a specific housing site.

Sure Start

A government funded programme that aims to promote the health and well-being of local families and children before and from birth.

Transport Assessment

Evaluation of the impact of a major traffic generating development proposal on issues such as accessibility to the site by all modes and the likely modal split of journeys to and from the site. (PPG13: Transport. March 2001)

Tree Preservation Order

Special protection given to an individual or group of trees for which consent is required from the local authority to lop, top or fell.

Use Classes Order

Order under the Town and Country Planning Act 1990 that categorises all land uses (i.e. Retail - Class A1).

ABBREVIATIONS USED

ACRE	Action for Communities in Rural England
AONB	Area of Outstanding Natural Beauty
CIRIA	Construction Industry Research and Information Association
cm	Centimetres
CROW Act	Countryside and Rights of Way Act 2000
DCMS	Department of Culture, Media and Sport
DEFRA	Department of the Environment, Farming and Rural Affairs
EEDA	East of England Development Agency
EELGC	East of England Local Government Conference
EETB	East of England Tourist Board
EU	European Union
FRA	Flood Risk Assessment
GO-East	Government Office for the East of England
Ha	Hectares
HERS	Heritage and Economic Regeneration Scheme
HIA	Health Impact Assessment
HMO	Home in Multiple Occupation
HSE	Health and Safety Executive
ICNIRP	International Commission on Non-Ionising Radiation Protection
LEA	Local Education Authority
LNR	Local Nature Reserve
m	Metres
sqm	Square metres
MTI	Market Towns Initiative
NHS	National Health Service
NNR	National Nature Reserve
NPFA	National Playing Fields Association
ODPM	Office of the Deputy Prime Minister (central government office with responsibility for Planning from 2002). Previously, the Department of Local Government, Transport and the Regions (DTLR) had responsibility for Planning
PCT	Primary Care Trust
PDL	Previously Developed Land
PH	Public House
PPG	Planning Policy Guidance
RPA	Rural Priority Area
RPG	Regional Planning Guidance
RUPP	Road used as a public path
SAC	Special Areas of Conservation
SDA	Suffolk Development Agency
SLA	Special Landscape Area
SMP	Shoreline Management Plan
SOP	School Organisation Plan
SPA	Special Protection Area
SPZ	Source Protection Zone
SRB	Single Regeneration Budget
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
TA	Transport Assessment
TPO	Tree Preservation Order

Appendix 9

COASTAL STRATEGY: Strategies for units of the Waveney coastline

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COR6	Corton Woods and Gunton Denes	Limited Intervention
COR 7	North Lowestoft Denes	Hold the present line
BEN 1	Lowestoft Ness	Hold the defence line
BEN 2	South Lowestoft Beach	Hold the defence line
	Pakefield Beach and Cliffs	No intervention
BEN 3	Kessingland Cliffs	No intervention
	Kessingland Village	No intervention
	Hundred River and Benacre Denes	Managed realignment
BEN 4	Benacre Cliffs	No intervention
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	Covehithe Broad	Limited intervention
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N/A	Blyth Estuary	N/A
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