

1 *Economic Development & Industrial Land*

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1 *Economic Development & Industrial Land*

1.1 STRUCTURE OF EMPLOYMENT

- 1.1.1 The mainstays of Great Yarmouth's economy are the port, activities associated with the offshore oil and gas industry, tourism, manufacturing (particularly electronics, food processing and packaging), agriculture and service industries. The majority of these sectors have to some degree been affected by the economic recession of the mid-1990s and are prone to cyclical and seasonal variations.
- 1.1.2 The needs of tourism occasionally overlap with the needs of industry. The geographical location of Great Yarmouth, which makes it an attractive tourist destination - sea and sensitive environment -and poor ground conditions, make land of good building quality suitable for industry very hard to find.
- 1.1.3 A major objective of the Plan is to maintain the balance between the land use needs of the port and general industrial sectors as well as the needs of tourism.
- 1.1.4 It is assumed that much of Great Yarmouth's employment will continue to be based on the Borough's traditional industries, in particular port-related activities, tourism and service industries. However, in order to diversify the economy and encourage employment in modern light industry/high technology industries and office based service activities, it is important that the clean attractive environments required by such businesses can be provided. An associated objective is to seek expansion of port activity and to diversify the economy by creating opportunities for other activities.

1.2 UNEMPLOYMENT

- 1.2.1 Great Yarmouth has a fluctuating, but generally high unemployment rate in comparison with national and county rates. In the mid-1980s the winter unemployment rate for the Travel to Work Area (TTWA) peaked at nearly 20%. In 1991 the average monthly rate was 11.5% which was 25% above the national figure and 62% above the corresponding figure for East Anglia. In March 1995 the unemployment rate was 12.2% (13.4% in March, 1994).
- 1.2.2 There is also serious long term unemployment, although this tends to be masked by short term seasonal work. Nationally, it is the younger age groups which are the worst affected. In Great Yarmouth a significant proportion of those unemployed for 52 weeks or more are in the older age groups (55-59), who have little prospect of finding further employment.

1.3 POLICY FRAMEWORK

- 1.3.1 Regional planning policy for East Anglia highlights a need to shift the emphasis of economic development away from the overheating south and west of the Region towards the less developed north and east.

1.3.2 The Norfolk County Structure Plan highlights this by identifying the Great Yarmouth Area as a priority in terms of economic development and growth and reflects the guidance in Planning Policy Guidance Note 6: Town Centres and Retail Developments and relevant Circulars which encourage authorities to supply the needs of the economy in terms of additional land and premises and to deal quickly and sympathetically with industrial development applications.

1.3.3 Great Yarmouth is forecast to accommodate 15% of the increase in the County workforce by 2006, with a net increase of some 8,700 jobs required if the structure plan target unemployment rate of 2% is to be met. To achieve this the economy of Great Yarmouth must be greatly boosted and land and premises provided to meet future needs. A dramatic improvement in the transport infrastructure will also be required including dualling of strategic road links. Reliable and regular rail services, including freight, on both the Great Yarmouth/Norwich and Norwich/London lines are essential, together with good direct services to the Midlands and beyond.

1.4 LOCAL PLANNING AND THE LOCAL ECONOMY

1.4.1 There are several ways in which land use planning policy can assist in the economic development of the Borough, and these are important elements in the Borough Council's corporate Economic Development Strategy.

1.4.2 Land, roads, buildings and the environment are all key factors which have a vital effect on the creation and preservation of jobs and the attraction of tourists. By balancing the competing demands on land, planning can make a valuable contribution to the success of the Borough's overall economic development strategy.

1.4.3 The Plan will aim to:-

- (a) Encourage the growth of new industry and employment and the expansion of existing industry.
- (b) Ensure adequate supplies of readily available land of good building quality and suitable premises in the right locations close to the main transport corridors.
- (c) Enable and encourage the release of land of poorer building quality by overcoming infrastructure constraints and at the same time secure and maintain a high quality environment and business setting.
- (d) Provide a clear framework for public and private investment.
- (e) Ensure confidence in, and the attractiveness of, older industrial areas by the preparation of management plans for joint public/private sector investments.
- (f) Secure an efficient communications system (roads, rail, sea, air and telecommunications etc.) to meet the needs of industry and commerce, and the general public.
- (g) Seek an efficient system of energy and water supply, and sewage removal, compatible with the needs of modern industry and environmental requirements.
- (h) Protect and enhance the natural and built environment as an aid to attracting and retaining businesses and to promote tourism.
- (i) Encourage new uses of redundant land and buildings in the rural areas in the light of changing uses of the countryside.
- (j) Encourage sustainable tourism.

1.4.4 POLICY EMP1 APPLICATIONS FOR ALL EMPLOYMENT GENERATING DEVELOPMENT WILL BE ASSESSED AGAINST THE APPLICANT'S ABILITY TO PROTECT THE ENVIRONMENT FROM POLLUTION AND FROM FORMS OF AIRBORNE POLLUTION OR TRAFFIC GENERATION ATTRIBUTABLE TO THE PROPOSAL.

Deleted

- 1.4.5 These aims are to be viewed in the context of the Borough's Economic Development Strategy states that "the Borough Council will continue to maintain and implement an employment and economic development strategy". Proposals will be assessed against Policies EMP16, and TCM13.

Note: Material essential to the consideration of a planning application, such as the adequacy of parking provision, is contained in the appropriate Appendices or as Supplementary Planning Guidance.

1.5 DEVELOPMENT AND JOBS

- 1.5.1 Policies and proposals which give enhanced prospects for employment and economic development have a high priority. A material consideration in all planning applications will be the extent to which a proposal will lead to new all year round jobs being created and existing ones retained. However, the Council will take into account the possibility that jobs may be lost in other locations as a result. Therefore, in assessing development proposals the Borough Council has adopted the following guiding principle:-

"In determining applications for planning permission the Borough Council will have regard to the extent to which the proposed development would help to regenerate the local economy or improve sustainable employment prospects as a material consideration. The objective is to develop the local economy and increase the number of full-time jobs available."

1.6 EMPLOYMENT LAND

- 1.6.1 Employment land in this context is land that can accommodate uses which generate employment such as industry, warehousing and offices. Other employment uses such as tourism, shopping and agriculture are discussed in other chapters of the Plan.

1.7 SUPPLY AND DEMAND

- 1.7.1 In early 1996 there were 93.3 ha of employment land either allocated in existing plans or with planning permission for employment purposes. However, 50.1 ha of the allocation were constrained in some way and only 3.6 ha are of good quality building land available for development (excluding South Gorleston). It is this land that is likely to be in most demand initially when the economy recovers.
- 1.7.2 The take up of industrial land between 1981 and 1992 was at an average of 4.5ha per annum. The take-up rate during the economic boom period between 1986 and 1989 reached 6ha per annum. At these rates the requirement for industrial land during the Plan period (1992-2006) ranges between 63ha and 84ha. The Norfolk Structure Plan Technical Appendices indicated that 120ha of land may be need to be allocated during the Structure Plan period (1988-2006) to compensate for the constraints on potential industrial land.
- 1.7.3 The draft local plan put forward a need for 120 hectares of employment land to be brought forward within the plan period. This was based on an assumed take-up rate of

TABLE 1 EMPLOYMENT LAND DEVELOPMENT RATES AND LAND AVAILABILITY - MID 1996

Employment Land Take Up And Availability Assumptions:

Take up of employment land 1992-2006 - at 6.0 ha pa = 84 ha

Land likely to be readily available for employment purposes during the plan period.

		Local Plan Employment Land Requirements
South Gorleston	[Policy EMP4]	34.0 ha
Capton Hall Estate	[Policy EMP8]	3.6 ha
Total (A)		37.6 ha

Land available during the plan period but severely constrained.

Land east of A47-A149 Link Road	[Policy EMP5]	15.0 ha
Capton Hall Estate (Remaining Land)	[Policy EMP8]	1.4 ha
North of Capton Hall Estate	[Policy EMP6]	12.0 ha
Harfreys Estate	[Policy EMP7]	9.8 ha
Eurocentre	[Policy EMP8]	1.0 ha
Southtown & Cobholm	[Policy EMP8 & EMP10]	9.7 ha
Martham		1.2 ha
Total (B)		50.1 ha

Other Land:

Power Station Site (C)	(10.0ha) [1]
South Denes - land east of South Beach Parade	(5.6 ha) [2]

Total employment Land Available (A + B + D)	93.3ha *
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Within the plan period, the following allowances may require the identification of further land for employment related development:-

Constrained land not coming forward in the plan period	10.0ha
Reversions to port related use(s)	
TOTAL Land likely to be available: (A+B+D-C) =	83.3 ha

Land required at 6.0ha Per Annum take up rate:	84.0 ha
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NET EMPLOYMENT LAND: DEFICIT OVER REQUIREMENT	0.7 ha
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- Notes
- [1] Consent has now been given from Secretaries of State for Transport and Trade/Industry for a new "replacement" gas-fired power station.
 - [2] Policy PRT6
 - * of which 9.75 hectares is identified in the Review of Derelict Land Survey as being additionally constrained.

8.5 ha per annum. These assumptions have been revised downwards, following consultations and this version of the plan assumes a requirement of 84 ha based on a more realistic take up rate of 6.0 ha per annum. Table 1 shows land likely to be readily available for employment purposes during the lifetime of the Plan.

1.7.4 The Council recognises that within the Great Yarmouth area, good quality building land is a scarce resource. In bringing forward land for development the plan will seek to discourage open storage or similar uses on land of good building quality. The Borough Council will make every effort to ensure that a supply of employment land equivalent to not less than 6 hectares per annum is available for employment purposes throughout the plan period.

1.7.5 POLICY EMP2 WITH THE EXCEPTION OF RETAIL, LEISURE AND ENTERTAINMENT USES, EMPLOYMENT GENERATING DEVELOPMENT INCLUDING LIGHT INDUSTRY AND OFFICES, GENERAL INDUSTRY, WAREHOUSING AND OPEN STORAGE WILL BE PERMITTED ON 84HA OF EMPLOYMENT LAND AS SHOWN ON THE PROPOSALS MAP, WITH BUILDING OPERATIONS PERMITTED ON LAND OF GOOD BUILDING QUALITY AND OPEN STORAGE PERMITTED ON LAND OF LESSER QUALITY.

(Objective: To provide a range of industrial and commercial land to improve job opportunities and broaden the Borough's economic base whilst maximising the use of good quality building land.)

1.7.6 The Borough Council cannot resolve the problem of the short term availability of good quality employment land on its own. Allocations of good quality land are included in the Plan but due to the lead time associated with the provision of infrastructure, design and marketing and development this land will not come on stream until mid-way through the plan period. The short term need for industrial land can only be addressed by also allocating some poorer building quality land. This may only be developed for general industrial purposes when the value of the land justifies the cost of building on it. Consequently, the Borough Council will attempt to maximise benefit from Assisted Area status and bid for funds from other sources.

1.8 LOCATIONAL STRATEGY

1.8.1 Most existing industrial activities are located within or close to the main urban centre of Great Yarmouth. Additional employment land should also be located here. There are severe constraints on the use of land for employment purposes outside the urban area which are as follows:-

- (a) the close proximity of the sensitive landscape and wildlife of the Broads;
- (b) poor quality or low-lying land susceptible to flooding;
- (c) the need for new employment uses to be located close to the main transportation routes to avoid industrial traffic passing through residential areas;
- (d) the need to locate uses which generate high level of traffic such as distribution depots on the fringe of the main urban area; and
- (e) the need to reduce the level of harmful emissions generated by commuter or industrial traffic.

All of the above factors point to the need for employment locations close to existing industry and either main traffic routes or public transport interchanges such as bus/railway stations.

1.8.2 The supply of land must be in a variety of locations and of varying quality to provide for the needs of the whole range of employment uses which includes modern high technology manufacturing and research with a large office component, light industry (that is a use suitable to be located in any residential area) and general industrial uses and warehouse and distribution. Provision should also be made, where possible, for special industrial uses which by their nature are bad neighbours both to other industrial users and to residents.

1.8.3 POLICY EMP3 MAJOR NEW EMPLOYMENT LAND ALLOCATIONS WILL BE MADE IN CLOSE PROXIMITY TO THE URBAN CENTRE OF GREAT YARMOUTH, WHERE THE ALLOCATIONS ARE WELL ACCESSED BY THE A47 AND/OR A12 TRUNK ROADS, ARE ADEQUATELY SERVED BY PUBLIC TRANSPORT INSTALLATIONS AND SERVICES, RELATE TO EXISTING INDUSTRIAL AREAS AND WHERE JOURNEYS TO WORK CAN BE MADE BY CYCLE OR ON FOOT.

(Objective: To protect residential and sensitive environmental areas from the adverse affects of traffic.)

1.8.4 Allocation of additional land for employment purposes to the north of the Borough is constrained by the poor road network and the sensitive Broads environment. However, when the A47/A149 link road is built, there may be opportunities for some industrial development further north.

1.9 LAND ALLOCATION POLICIES

1.9.1 In order to ensure that sufficient employment land can be allocated to meet the guideline given in the Norfolk Structure Plan, all the land currently with planning permission or allocated in previous local plans is allocated for employment purposes in this plan.

1.9.2 The major part of the requirement for employment land will be met by the provision of a landscaped business park at South Gorleston for which outline planning permission has been granted, in principle and will be renewed, as necessary during the timescale of the plan. Such a development requires a large self-contained site close to the urban area, with good connections to the major road network.

1.9.3 POLICY EMP4 IN ORDER TO MEET THE NEEDS OF MODERN BUSINESS AND COMMERCE, AND SUBJECT TO APPROVAL OF APPROPRIATE DETAILS, A HIGH QUALITY LANDSCAPED BUSINESS PARK WILL BE PERMITTED ON 34HA OF LAND WITH OUTLINE PLANNING PERMISSION ALLOCATED AT SOUTH GORLESTON.

(Objective: To meet the needs and expectations of modern industry and commerce.)

1.9.4 The only opportunity to allocate good quality building land for industrial purposes is in the southwest of the Plan Area. South Gorleston will provide for the needs of business users. However, additional good quality land may eventually be required beyond the end of the plan period. When the South Gorleston site is developed, provision will be made for a possible long-term link to the A143.

1.9.5 Additional good quality land for general industrial purposes is not available. Land of poorer quality is available on land north of Capton Hall Industrial Estate (between the Estate and the retail warehouse park), west of the Capton Hall Link Road. Also, land to meet employment needs is allocated north of the Eurocentre North River Road and east of an A47-A149 link and could be used for general industry and warehousing.

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- 1.9.6 POLICY EMP5 FOLLOWING CONSTRUCTION OF THE A47-A149 LINK ROAD, DEVELOPMENT COMPRISING GENERAL INDUSTRY, WAREHOUSING AND/OR OFFICE USE WILL BE PERMITTED ON 15HA OF LAND TO THE EAST OF THE LINK ROAD. EXCEPT FOR COMMON BOUNDARIES WITH THE EUROCENTRE, RESIDUAL LAND WILL BE USED TO PROVIDE PERIPHERAL LANDSCAPING, ALL AS SHOWN ON THE PROPOSALS MAP.**

(Objective: To ensure a supply of industrial land throughout the plan period.)

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- 1.9.7 An area of land to the north of Capton Hall, between the industrial estate and the retail park at the Capton Hall Road roundabout could be developed without undue environmental impact as it would take the form of infilling between two developed areas. The disadvantages of this land are that it suffers from poor ground conditions, may have natural methane problems and is liable to flood unless protection measures are carried out. However, its allocation for development would absorb some of the immediate pressure for industrial land. A new access would need to be taken from Capton Hall Road. The capacity of this access and the impact of any development onto the Broadland scene are factors which determine the extent of new development. A comprehensive drainage strategy for foul and surface water is required. Extensive landscaping will be needed due to the low-lying nature of the site and to minimise any visual impact on the Broadland landscape.

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- 1.9.8 POLICY EMP6 SUBJECT TO APPLICANTS BEING ABLE TO DEMONSTRATE THE ABILITY TO OVERCOME CONSTRAINTS SUCH AS POOR GROUND CONDITIONS, POSSIBLE METHANE PROBLEMS, LIABILITY TO FLOOD, ACCESS AND DRAINAGE, AND SUBJECT TO APPROVAL OF APPROPRIATE DETAILS, INCLUDING PROVISION OF SUBSTANTIAL LANDSCAPING, INDUSTRIAL, OFFICE, WAREHOUSING OR OPEN STORAGE USES WILL BE PERMITTED ON ABOUT 12HA OF LAND WITH OUTLINE PLANNING PERMISSION ALLOCATED TO THE NORTH OF THE EXISTING GAPTON HALL INDUSTRIAL ESTATE.**

(Objective: To ensure the availability of land for employment purposes and protect the environment.)

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- 1.9.9 POLICY EMP7 LIGHT INDUSTRY, OFFICES, GENERAL INDUSTRY, WAREHOUSING OR OPEN STORAGE AND ASSOCIATED USES WILL BE PERMITTED ON 9.8HA OF LAND AT HARFREYS FARM AND GAPTON HALL INDUSTRIAL ESTATE, AS SHOWN ON THE PROPOSALS MAP.**

(Objectives: To make land available for a range of industrial and commercial activities.)

Back-up Land for the Outer Harbour or Port Expansion

- 1.9.10 The Borough Council Port Authority and Norfolk County Council are jointly working to achieve a long standing proposal to develop an Outer Harbour, details of which are given in the Port Section of this Chapter.
- 1.9.11 The provision of a secondary flood defence system may be required to the west of the A47-A149 Link Road, subject to the views of the Environment Agency.

1.10 EXISTING EMPLOYMENT AREAS

- 1.10.1 The existing traditional industrial estates at South Denes, Harfreys Farm, Capton Hall, and Yarmouth Business Park provide for the present needs of a range of industries along with the port-related uses on land adjacent to the river frontage. To accommodate expansion of existing uses extensions for light industrial, offices and

general industrial uses will normally be allowed subject to amenity and traffic considerations.

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- 1.10.2 POLICY EMP8 EXTENSIONS TO EXISTING PREMISES AT HARFREYS FARM, GAPTON HALL, YARMOUTH BUSINESS PARK, SOUTH DENES AND GORLESTON WILL BE PERMITTED SUBJECT TO THE PROVISION OF ADEQUATE CAR PARKING AND LANDSCAPING, SATISFACTORY ACCESS, SERVICING ARRANGEMENTS, DESIGN, AND ENVIRONMENTAL CONSIDERATIONS.**

(Objectives: To facilitate the expansion of existing firms and to encourage the full utilisation of land.)

- 1.10.3 Change of use from warehousing (B8) to business (B1) requires planning permission if the proposal is for more than 235sq.m. of floorspace. Such changes of use will normally provide additional employment and will be permitted subject to sufficient car parking, residential amenity considerations and traffic generation.

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- 1.10.4 POLICY EMP9 PLANNING PERMISSION FOR THE CHANGE OF USE FROM WAREHOUSING (B8) TO BUSINESS USE (B1) WILL BE PERMITTED SUBJECT TO THE PROVISION OF SUFFICIENT CAR PARKING AND NO DETRIMENTAL AFFECT ON NEIGHBOURING USES BY MIXED DEVELOPMENT.**

Deleted

(Objective: To generate increased employment opportunities.)

- 1.10.5 The Harfreys Farm and Gapton Hall Industrial Estates are located to the west of the urban area of Great Yarmouth. These estates are the main modern industrial developments in the Borough. The estates are now largely developed although some 9.8 hectares of land remained undeveloped in 1994. However, some of this undeveloped land suffers from access or ownership constraints and has poor ground conditions. Consideration of access and the protection of existing natural methane monitoring apparatus will be needed for those areas designated for industrial and commercial storage in proposed employment areas.

- 1.10.6 The Western Bypass has opened up land to the north of Pasteur Road and to the south west of Pasta Foods factory for development. While it has some potential for industrial development, poor ground conditions and lack of adequate access make the development of the site for industry alone unlikely. However, if the frontage of the site is developed for retail or hotel/leisure uses this may open up the land to the rear for industrial purposes. Any development proposal would require the prior implementation of a land drainage scheme prior to development of the land; the early provision of suitable landscaping of the development; and justification for the use of the land principally for employment generating uses, with a minimal content of leisure and retail uses limited to not more than 20% of the built development. Care needs to be taken to protect Cobholm residents, from environmental harm by way of noise, disturbance, dust and other nuisances.

[Note 20% of the built development means the Council will calculate this figure based on the gross floorspace of buildings (not structures) of a submitted scheme]

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- 1.10.7 POLICY EMP10 SUBJECT TO THE DEVELOPMENT HAVING NO SIGNIFICANT DETRIMENTAL AFFECT ON NEIGHBOURING USES, MIXED USES MAINLY COMPRISING GENERAL INDUSTRIAL, LIGHT INDUSTRIAL AND WAREHOUSING DEVELOPMENT BUT WITH A CONTENT OF RETAIL AND LEISURE USES NOT EXCEEDING 20% OF THE BUILT DEVELOPMENT WILL BE PERMITTED ON 8.8HA OF LAND BOUNDED**

BY PASTEUR ROAD, THE BY-PASS, MARSH ROAD, CORONATION GREEN AND HIGH MILL ROAD, AS SHOWN ON THE PROPOSALS MAP.

(Objective: To facilitate the development of constrained industrial land.)

- 1.10.8 Low-lying land within the Borough has the characteristic of having poor load-bearing capacity as it largely comprises of alluvial and other deposits either of a clay, sand or gravel consistency. This is land is, generally, or “poor building quality” requiring additional foundations by way of piling or slab-work. Land which is not of this nature is generally of “good building quality” with normal load-bearing characteristics and can be found north of Caister, the higher parts of Gorleston, north Bradwell and the southern parishes.

1.10.9 POLICY EMP11 THE USE OF LAND KNOWN TO BE OF GOOD BUILDING QUALITY FOR OPEN STORAGE AND OTHER LOW INTENSITY USES WILL NOT BE PERMITTED.
Deleted
(Objective: To ensure that land of good building quality is put to its best possible use.)

1.11 IMPROVING EXISTING ESTATES

- 1.11.1 One aspect of attracting new industry to the area is the need to create a climate of confidence by providing an attractive environment. This can be achieved on new areas, such as the South Gorleston Development Area, through a Master Plan with development controlled by the Borough Council, site owners or lessees. There is a need to bring existing industrial estates up to a good standard. The Borough Council can encourage this by setting a good example on land that is owned by the corporate estate, and by the Design Guidance for new developments on existing estates including advice on landscaping, design, screening, layout of service areas and materials. Existing users can be encouraged to improve the appearance of their sites, and appropriate existing conditions on planning permissions can be enforced where this would result in a significant improvement to the overall appearance of the estate.

1.11.2 POLICY EMP12 PROPOSALS FOR CHANGES OF USE AND OTHER DEVELOPMENTS ON EXISTING INDUSTRIAL ESTATES WILL ONLY BE PERMITTED WHERE IMPROVEMENTS TO THE APPEARANCE OF THE ESTATES WILL BE MADE.
Deleted
(Objective: To improve the appearance of potential developers of employment land.)

- 1.11.3 Problems have arisen in the past when industrial or warehousing units have been served by a single courtyard with no designated open storage areas. Many of the firms operating in Great Yarmouth, particularly those serving the offshore oil and gas industry, require considerable ancillary open storage space. Without defined open storage areas, courtyards, access roads and landscaped areas have been used for the storage of equipment. Proposals for the development of industrial or warehousing units will be expected to incorporate adequately screened ancillary storage areas.

1.12 CONFLICTING USES

- 1.12.1 Industrial uses can often be in conflict with neighbouring uses, whether they are residential, or other industrial uses such as clean ‘high-tech’ electronics manufacturing and food processing, or aggregate handling in the port. Specific policies are put

forward to deal with these problems in the Port/South Denes and Southtown areas where they are most common. These conflicts can restrict the proper development of industrial land. The Borough Council will, therefore, encourage the relocation of uses which conflict with the overall character of an area or with the predominant use on industrial sites.

1.12.2 POLICY EMP13 WHERE RELOCATION TO A MORE APPROPRIATE EMPLOYMENT LOCATION APPEARS TO BE A LIKELY PROSPECT, THE COUNCIL WILL NEGOTIATE TO SECURE RELOCATION OF ANY COMMERCIAL USE WHICH IS OUT OF SCALE WITH ADJOINING USES OR INTERFERES WITH ADJOINING USES, OR CREATES NEIGHBOURING DISTURBANCE PROBLEMS.

Deleted

(Objective: To ensure that employment uses are located where they can operate and expand without detrimental effect on adjoining uses.)

1.12.3 In the Port area high technology uses which require a cleaner environment will be encouraged to relocate to South Gorleston Business Park to enable scarce general industrial land to be used to its full potential.

1.12.4 The Council has adopted the principle that a mounded, landscaped buffer strip should be provided between new industrial and residential developments. Any future developments, whether for housing or industry, will be required to provide a similar zone of separation to reduce the potential problems of noise and general disturbance which can be associated with general industrial and open storage uses.

1.12.5 POLICY EMP14 PROPOSALS FOR GENERAL INDUSTRY AND WAREHOUSING, AND FOR ESTATES COMPRISING LIGHT INDUSTRY WILL BE REQUIRED TO INCLUDE ADEQUATE SEPARATION FROM EXISTING OR PROPOSED NEIGHBOURING RESIDENTIAL LANDS AND/OR AREAS OF NATURE CONSERVATION OR LANDSCAPE IMPORTANCE, BY THE PROVISION OF A LANDSCAPED BUFFER ZONE, THE DEPTH OF WHICH WILL BE SECURED BY NEGOTIATION.

(Objective: To safeguard the amenities of occupiers of neighbouring houses.)

1.12.6 The Council's current practice is to seek suitably landscaped areas which incorporate earth mounding (with nature tree and shrub planing) provided as a buffer between new industrial development and existing and/or proposed residential areas or areas of conservation or landscape importance. Any mounding should take place prior to the industrial development taking place. Any development or change of use within 50 metres of the edge of a landscaped buffer zone or within 87.5 metres of existing residential development will usually be restricted to light industrial, and/or associated office, warehousing or car parking.

1.13 TEMPORARY INDUSTRIAL USES

1.13.1 Because of the short term nature of some contracts, particularly those related to work in the offshore industry, there is often a need for industrial uses to erect temporary structures or carry out temporary uses on sites which would not be approved under other policies relating to industrial land. It is important that there is sufficient flexibility that these activities are not prejudiced in this way.

1.13.2 POLICY EMP15 TEMPORARY INDUSTRIAL USES OR THE ERECTION OF TEMPORARY BUILDINGS WILL BE ALLOWED ON INDUSTRIAL SITES, WHERE IT

CAN BE SHOWN THAT THESE ARE NECESSARY IN CONNECTION WITH A LIMITED CONTRACT OR WHEN THE PREMISES ARE TAKEN ON A SHORT TERM LEASE, OR TO ENABLE NEW BUSINESSES TO BECOME ESTABLISHED SUBJECT TO THE PROVISION OF ADEQUATE CAR PARKING, SERVICING AND ACCESS ARRANGEMENTS AND NO SIGNIFICANT DETRIMENTAL EFFECT ON NEIGHBOURING USES OR BE VISUALLY OBTRUSIVE WHEN VIEWED FROM OUTSIDE THE SITE.

(Objective: To ensure that the short term needs of the Offshore industry can be accommodated without detrimental effect on neighbouring uses.)

1.14 OTHER EMPLOYMENT SITES

1.14.1 Despite the essentially rural nature of the Plan Area employment in agriculture has declined. New types of industry, including small businesses specialising in activities ranging from traditional crafts to new technologies including office functions are setting up in rural areas. Farm diversification is part of this process.

1.14.2 It is important that policies are sufficiently flexible for a positive response to specific proposals which may provide local employment opportunities, subject to strict criteria being met. However large scale industry would be inappropriate within existing settlements or in the rural area. It is, therefore, important that the expansion of small scale businesses is carefully controlled and that businesses relocate to more suitable sites when further expansion could result in an unacceptable deterioration of the local environment.

1.14.3 POLICY EMP16 PROPOSALS FOR INDUSTRIAL, OFFICE OR WAREHOUSING USES WITHIN EXISTING SETTLEMENTS WILL BE PERMITTED PROVIDED THAT:

- (A) THE PROPOSAL IS COMPATIBLE WITH SURROUNDING USES AND ITS SCALE IS IN KEEPING WITH THE SIZE AND CHARACTER OF THE SETTLEMENT;**
- (B) ADEQUATE ACCESS AND SERVICE ARRANGEMENTS CAN BE PROVIDED;**
- (C) THERE WOULD BE NO SIGNIFICANT ADVERSE EFFECT ON THE AMENITIES OF NEARBY RESIDENTIAL PROPERTIES;**
- (D) THE DEVELOPMENT WOULD NOT SIGNIFICANTLY INTRUDE INTO AREAS OF LANDSCAPE IMPORTANCE; AND**
- (E) THE DEVELOPMENT WOULD NOT HAVE A SIGNIFICANT DETRIMENTAL IMPACT ON AREAS OF WILDLIFE IMPORTANCE.**

(Objective: To allow for the needs of small businesses whilst controlling their scale and impact.)

1.14.4 Any industrial or commercial development outside the urban area and existing settlements would be likely to raise issues regarding the environment, the provision of services and traffic generation. However, changing agricultural practises may well result in buildings used for agriculture becoming redundant. The conversion of such buildings into industrial, craft workshop, storage or office uses may be acceptable subject to there being no overriding considerations and can offer greater potential in terms of retaining the historic, landscape and architectural features of a building than a residential conversion. However, in the case of listed buildings, care would need to be exercised in formulating proposals which could affect either their interior or exterior in addition to their setting, as such proposals would be assessed in the light of national guidance and the relevant policies if this Plan.

1.14.5 Other buildings in the rural area, such as large country houses, may be capable of conversion to employment related activities such as office or research uses subject to access, traffic generation and impact on nearby properties. The impact of any new use on the building itself and on its setting would also be matters for consideration. Similar factors could apply to Listed Buildings - particularly redundant agricultural buildings and outbuildings within the curtilage of a Listed Building - where the use proposed would positively enhance the qualities which made the building worthy of listing and provided there is no adverse affect on the building of its setting. (See also Planning Policy Guidance Note 7 -Annex D).

1.14.6 POLICY EMP17 THE CONVERSION OR ADAPTATION OF EXISTING BUILDINGS FOR EMPLOYMENT-RELATED ACTIVITIES WILL BE PERMITTED WHERE:-

- (a) THE EXISTING BUILDING IS OF A FORM, BULK AND GENERAL DESIGN WHICH IS CAPABLE OF ADAPTION OR CONVERSION WITHOUT SIGNIFICANTLY CHANGING ITS CHARACTER OR SETTING;
- (b) ADEQUATE ACCESS, PARKING AND SERVICE ARRANGEMENTS CAN BE PROVIDED;
- (c) THE LOCAL ROAD NETWORK CAN ACCOMMODATE THE TRAFFIC WHICH WOULD BE GENERATED;
- (d) IT CAN BE DEMONSTRATED THAT THERE WOULD BE NO MATERIAL ADVERSE EFFECT ON THE AMENITIES OF NEARBY PROPERTIES OR THE USERS OF ADJOINING LAND; AND
- (e) THERE WOULD BE NO SIGNIFICANT LANDSCAPE OR OTHER ENVIRONMENTAL EFFECTS.

(Objective: To provide employment generating possibilities in the rural area.)

1.14.7 Modern communications technology makes it more advantageous for individuals to work from home or to operate small scale businesses from a room or rooms within existing dwellings. This type of activity has advantages in that it reduces the need to travel and, in some instances, will bring employment to smaller villages and settlements, whilst offering employment opportunities for people with mobility disabilities. Where planning permission is needed for the activity of working from home, it is important to ensure that the residential amenity of neighbouring occupiers is protected from noise disturbance or unacceptable work activity being undertaken outside normal working hours.

1.14.8 POLICY EMP18 PROPOSALS FOR SMALL SCALE BUSINESSES WITHIN EXISTING SETTLEMENTS WILL BE PERMITTED PROVIDED THE APPLICANT CAN DEMONSTRATE THAT:

- (A) THE PROPOSED USE WOULD BE COMPATIBLE WITH AND NOT SIGNIFICANTLY DETRIMENTAL TO ADJOINING AND/OR SURROUNDING LAND USES, OR RESULT IN ADVERSE AFFECTS TO OCCUPIERS OF NEIGHBOURING PREMISES; AND,
- (B) ADEQUATE ACCESS, PARKING AND SERVICE ARRANGEMENTS CAN BE PROVIDED;

(Objective: To encourage appropriate small scale businesses within settlements.)

Note: To ensure that disturbance or environmental/amenity problems do not materialise, the Borough Council will place appropriate conditions and/or expect the applicant to enter into a legally binding planning obligation under the Town and Country Planning Act 1990.

1.14.9 Working from homes does not require planning permission; however once a business or non-residential use of a property ceases to be ancillary to its use as a single dwelling, a material change of use for which planning permission is required is likely to have taken place. In these circumstances, Policy EMP19 will be applied in the determination of any planning application.

1.14.10 POLICY EMP19 WHERE PLANNING PERMISSION IS REQUIRED TO FACILITATE WORKING FROM HOME, PERMISSION WILL BE GRANTED PROVIDED THE APPLICANT CAN DEMONSTRATE THAT THE PROPOSED USE WOULD BE COMPATIBLE WITH, AND NOT DETRIMENTAL TO ADJOINING AND/OR SURROUNDING LAND-USES, OR WOULD NOT SIGNIFICANTLY ADVERSELY AFFECT OCCUPIERS OF NEIGHBOURING PREMISES.

(Objective: To ensure that there is no conflict between the proposed use and the amenity of neighbours or to the detriment of adjoining land users or occupiers).

1.15 HAZARDOUS DEVELOPMENTS AND MATERIALS, WASTE DISPOSAL

1.15.1 The Plan provides planning policy guidance to deal with proposals involving hazardous development, development in the vicinity of hazardous installations or development on contaminated land. The Borough Council holds a register of sites, where hazardous substances are stored, under the Planning (hazardous substances) Act 1990. Planning applications within the prescribed distances of such sites must be referred to the Health and Safety Executive.

1.15.2 In the early 1980s, considerable environmental harm and nuisance was caused to residents in the vicinity of the Great Yarmouth Business Park, Southtown, by grit blasting and other activities associated with the offshore industry. The Council is anxious to ensure that these problems do not re-occur.

1.15.3 POLICY EMP20 GRIT BLASTING AND OTHER 'BAD NEIGHBOUR' OPERATIONS WHICH ARE CAPABLE OF GIVING RISE TO SIGNIFICANT NOISE AND AIRBORNE POLLUTION WILL ONLY BE PERMITTED WHERE THE APPLICANT IS ABLE TO DEMONSTRATE THAT THE PROPOSAL PROVIDES SATISFACTORY MEASURES DESIGNED TO PROTECT THE OCCUPIERS OF NEARBY PROPERTIES FROM ANY ADVERSE EFFECTS OF THE OPERATIONS.

(Objective: To provide environmental safeguards for occupiers of properties adjoining general industrial sites.)

Note: Bad neighbour uses or activities can be widely defined as those which cause or result in dirt, dust, smoke, smell, fumes, noise, disturbance (including vibration), hazardous substances (storage, manufacture and transportation), radio and television systems (by virtue of interference) and may include activities and uses which result in significant overlooking, loss of privacy or over-shadowing.

1.15.4 It is the function of Norfolk County Council to prepare a Waste Disposal Local Plan which will deal with waste disposal issues. However, planning applications for the handling and transfer of waste and specific materials on local industrial estates have been a cause of concern. The Borough Council's views regarding this matter are dealt with more fully in Chapter 7 - Infrastructure Provision and Public Utility Services.

1.16 DEVELOPMENT ON UNSTABLE LAND

- 1.16.1 The Health and Safety Executive (HSE) has advised the Local Planning Authority of Notifiable Sites and Pipelines in the Plan Area. These are designated by the HSE as “notifiable installations” by virtue of the quantities of hazardous substances being stored or used. A general statement, by the HSE, on notifiable installations is contained in the Technical Appendix to which potential developers’ attention is specifically drawn. The advice of the HSE should always be sought concerning any proposed developments in the vicinity of “Notifiable Pipelines” or a “Notifiable Installation.”
- 1.16.2 The Department of the Environment’s Planning Policy Guidance Note 14 - Development on Unstable Land. Makes it clear that “where major areas of unstable ground are known to a planning authority, their general location should be made clear, together with any policies that the authorities intend to apply to these areas”.
- 1.16.3 One of the potential causes of instability is ground compression which can arise as a result of landfill or through natural causes such as the existence of very weak sediments (eg. peat, soft silts and clays). Several landfill sites have been notified to the Borough Council by Norfolk County Council’s Waste Disposal Officer and some of these sites are located in the Plan Area. In addition, the lower lying marsh land to the north of the Plan Area consists of very weak sediments, where natural methane has been located.
- 1.16.4 Where development is proposed on land known to be unstable, or which is potentially unstable, other policies will apply.

1.17 DERELICT LAND, LAND RECLAMATION AND REGENERATION

- 1.17.1 A survey carried out in April 1993 showed that there are over 73 hectares of derelict land in the Borough. Much of the dereliction is concentrated in the older industrial areas of the Port and South Denes and at Cobholm where the problems are exacerbated by unsightly areas alongside the Western Bypass (A12). There is also a variety of individual derelict sites throughout the urban, rural and coastal areas of the Borough.
- 1.17.2 Derelict land represents a wasted resource, creates a poor impression of the Borough to visitors and potential investors, can contaminate the natural environment and in some cases can be a danger to public health. The Borough Council recognises the importance of reclaiming derelict sites to:-
- (a) put land to beneficial use, thereby reducing the land take of greenfield sites;
 - (b) make the Borough more attractive to investors and tourists, particularly in the vicinity of the town’s main gateways;
 - (c) overcome problems of environmental pollution in both the urban and rural areas; and
 - (d) provide attractive recreational and amenity space.
- The Council has published a Land Reclamation Strategy in partnership with adjoining local authorities and the private and voluntary sectors.
- 1.17.3 A number of agencies are involved in the regeneration of Great Yarmouth: English Partnerships, in particular, has funded several important improvement projects such as the Herbert Barnes Park at Cobholm. Challenge Funding initiatives have also helped

the Borough. In December 1995 the Government awarded £8.7 million from its Single Regeneration Budget Challenge Fund (SRB) to regenerate the South Denes Peninsula over a 7 year period. The SRB bid was co-ordinated by the Borough Council with 13 partners and contained a total of 28 projects. Full details are given in the publication “South Denes Peninsular - a Strategy for Regeneration”.

1.17.4 POLICY EMP21 WHEN APPROPRIATE, IN THE DETERMINATION OF DEVELOPMENT PROPOSALS, THE BOROUGH COUNCIL WILL HAVE DUE REGARD TO ITS LAND RECLAMATION AND REGENERATION STRATEGIES, AND TO
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(Objectives to provide the benefits of use and visually improve unsightly areas.)

1.17.5 The regeneration of Great Yarmouth is the focus of the Council’s employment strategies. In order to ‘kick-start’ development projects - especially the development of land of poor building quality, a minor element of retail use or development may be acceptable, subject to the proposal meeting the criteria of Policy SHP1. Proposals for new shopping development will not be permitted on land allocated as an employment area except where Policy EMP12 applies. In exceptional circumstances, the creation of additional durable goods floorspace on employment land of poor building quality may be permitted subject to the tests set out in shopping policy SHP1 (and, where appropriate, other relevant policies) and where it can be demonstrated that the scheme would ensure the comprehensive development of the area for commercial or employment purposes.

1.17.6 POLICY EMP22 IN EXCEPTIONAL CIRCUMSTANCES NEW SHOPPING DEVELOPMENT INVOLVING THE CREATION OF LIMITED ADDITIONAL DURABLE GOODS FLOORSPACE PROVIDING FOR EMPLOYMENT DEVELOPMENT ON LAND DESIGNATED FOR EMPLOYMENT PURPOSES AND OF POOR BUILDING QUALITY MAY BE PERMITTED SUBJECT TO THE TESTS SET OUT IN POLICY SHP1 AND WHERE THE POLICY WOULD ENSURE THE COMPREHENSIVE DEVELOPMENT OF THE AREA FOR COMMERCIAL/EMPLOYMENT PURPOSES.
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Note : in this context ‘limited’ means up to 1,000 sq metres.

1.18 THE PORT OF GREAT YARMOUTH

Promoting a Modern Port

1.18.1 The Port is at the heart of the economy of Great Yarmouth. It sustains many of the 400 companies serving the offshore gas industry employing over 5000 people. In total, nearly 8000 jobs are directly and indirectly related to port activities. There is also potential for new and expanded Ro-Ro and unit load traffic across the North Sea, and the existing Ro-Ro berths and back-up land can play an important part in the success of the port, although size limitations on ships able to enter the present port are limiting this potential. The port is also used for general cargo, in particular bulk products such as grain, aggregates, scrap metal, fertiliser and forest products.

1.18.2 Port development land is defined as “Land for the purposes of shipping or for use in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods at a dock, pier or harbour, or with the movement of traffic by canal or inland navigation or by any railway forming part of the undertaking.

1.18.3 The port fulfils an important regional and European role. Not only does the port service a hinterland covering most of East Anglia it also functions as the major service centre for the Southern North Sea oil and gas fields. It also has a gateway role as a port linking Great Yarmouth with Europe.

1.18.4 Future port development will be dependent on increases in trade with, primarily, the European Union, Scandinavia and Eastern Europe together with associated inward investment. Both the Council and the Port Authority are pressing Government and the European Union to ensure the town is the landfall point for road and rail links forming the Trans European Networks (TEN)*. Opportunities offered by the port's links to main land Europe would be enhanced by improvements to the trunk road network. The Council is actively pressing for urgent improvements to the region's transport infrastructure and is seeking funds for the regeneration of the South Denes through the Government's Single Regeneration Budget.

Note: * The TEN routes designated are: (i) A47 Great Yarmouth to Peterborough; (ii) Great Yarmouth to Norwich rail link and (iii) the link from Great Yarmouth to the low countries and Northern Europe.

Guiding Principles - the existing port

1.18.5 The port is central to the Borough's planning policy economic development and Single Regeneration Budget strategies. Port-related uses, as a rule, cannot be located outside port areas and require direct access to valuable river frontage land and associated back-up areas. Strict planning controls are, therefore, needed to ensure that non-port uses are discouraged from locating on land needed for port purposes. On land not required for port or port-related purposes, non port activity will be generally encouraged.

1.18.6 POLICY EMP23 PROPOSALS FOR INDUSTRY, WAREHOUSING AND OPEN STORAGE ON PORT OPERATIONAL LAND WILL BE PERMITTED ONLY WHEN THE APPLICANT CAN DEMONSTRATE THAT THE PROPOSED DEVELOPMENT IS RELATED TO PORT OPERATIONS.

1.18.7 POLICY EMP24 PROPOSALS FOR OFFICES, CAR PARKING OR OTHER USES ON PORT OPERATIONAL LAND WILL BE PERMITTED ONLY WHEN THE APPLICANT CAN DEMONSTRATE THAT THE PROPOSED DEVELOPMENT IS ESSENTIAL TO QUAYSIDE ACTIVITIES.

(Objective: To ensure land is available for port-related uses close to the principal quays and to facilitate industrial expansion elsewhere.)

1.18.8 With the demolition of the former South Denes Power Station opportunities may emerge to facilitate the improvement of the local highway network in this vicinity. Opportunities may also arise elsewhere for example in Gorleston or at Cobholm. Such improvements may allow road closures and permit improved accessibility to sites. At the same time road closures may give rise to the expansion of quayside sites allowing the more efficient use of such land which is a finite resource.

1.18.9 POLICY EMP25 THE BOROUGH COUNCIL WILL ENCOURAGE PROPOSALS WHICH MAY LEAD TO THE CREATION OF NEW ROADS AND/OR THE RATIONALISATION OF THE HIGHWAY NETWORK WITHIN THE PORT AREA WHICH, IN TURN, WILL ALLOW EXPANSION OF QUAYSIDE SITES AND A MORE EFFICIENT USE OF LAND WITHIN PORT-RELATED AREAS.

(Objective: To allow the expansion of quayside sites and the efficiency of existing port-related land through highway rationalisation.)

- 1.18.10 Port expansion may provide an opportunity to establish a rail link from the railway station to the South Denes Peninsula, in the longer term. The opportunity to provide such a link should not be lost although its provision could be extremely expensive and difficult to achieve; however, a rail link could improve the Borough's competitive position as a North Sea port.

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- 1.18.11 POLICY EMP26 THE BOROUGH COUNCIL IN CONJUNCTION WITH THE COUNTY COUNCIL, AS HIGHWAY AUTHORITY, TOGETHER WITH THE PORT AUTHORITY WILL INVESTIGATE AND ULTIMATELY SEEK TO SAFEGUARD A NON-STATUTORY ALIGNMENT FOR A FUTURE RAIL LINK TO THE PORT THROUGH NEGOTIATIONS WITH DEVELOPERS STATUTORY AGENCIES AND OTHER INTERESTED PARTIES.**

(Objective: To facilitate possible future rail access to the port.)

Outer Harbour

- 1.18.12 An outer harbour for Great Yarmouth is urgently needed to augment and strengthen facilities within the present harbour. It is an important objective for both the Port Authority and the Borough Council to ensure that the port's future is not prejudiced by its natural physical constraints and the trend towards ever larger vessels.

- 1.18.13 The Great Yarmouth Outer Harbour Act, 1986 empowers the Port Authority to undertake an eastward expansion of the existing harbour as indicated on the Proposals Map. The development, when complete, will cover an area of 40.5 hectares and will be used for port and port-related purposes. The existing permission granted by the Act applied until November, 1996 and subject to revision. The Great Yarmouth Port Authority has commenced on-site works in connection with the Outer Harbour project* in order to implement the provisions of the Outer Harbour Act. In the interim period until the development is complete, the Plan makes provision for the re-affirmation of existing and additional port back-up land to be made available for port and port-related purposes to serve the existing harbour.

*Note: The East Port Great Yarmouth Project from 2000.

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- 1.18.14 POLICY EMP27 DEVELOPMENT PROPOSALS ASSOCIATED WITH EXPANSION OF THE PORT WILL BE PERMITTED ON THE EAST SIDE OF THE HAVEN AND ON THE SEAWARD SIDE OF THE SOUTH DENES PENINSULA AS SHOWN ON THE PROPOSALS MAP.**

(Objective: To allow for the future expansion of the port.)

- 1.18.15 To ensure that any opportunity to progress the outer harbour proposals is not lost, the Borough Council has already cleared and set aside 5.6 hectares of land previously in use as a holiday caravan park. The cleared land has been temporarily put into port/industrial/open storage use until such time as the outer harbour is developed. In addition to the land made available to facilitate the outer harbour proposal, the Borough Council has agreed that any long term land requirements necessary to facilitate an expansion of an outer harbour should be met on the remaining 3.4 hectares of South Denes Caravan Park (Blocks B and C). However, it is unlikely that this land will be required for port expansion within the time period of this Plan.

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- 1.18.16 POLICY EMP28 UNTIL REQUIRED FOR THE CONSTRUCTION OF THE OUTER HARBOUR, TEMPORARY INDUSTRIAL OR PORT RELATED USES WILL BE PERMITTED ON 5.6HA OF LAND IMMEDIATELY SOUTH OF THE SOUTH DENES CARAVAN PARK.**

(Objective: To facilitate the possible long term expansion requirements of the Outer Harbour.)

Southtown

- 1.18.17 Southtown is a mixed residential industrial and port area located on the west bank of the River Yare and to the east of Great Yarmouth's Western Bypass.
- 1.18.18 Within the Southtown area there is considerable conflict between the different uses, with the residents being disturbed by unneighbourly activities and heavy traffic and the industrial/port uses being restricted in their working hours, handling methods etc. Consequently, the Borough Council considers that specific planning policies are needed to reconcile the conflicting requirements of residents and business operators.
- 1.18.19 The Southtown quays and wharfs provide one of the town's major areas for port-related use and some of the largest port users are located here. Several sites have sufficient depth to cater for the shore-based requirements of port-related uses. It is essential for the existing and future well-being of the Port that this area is used solely for port-related purposes and that adjoining areas, on the eastern side of Southtown Road are brought into, and kept in, port use.

1.18.20 POLICY EMP29 LAND BETWEEN THE RIVER AND SOUTHTOWN ROAD FROM HAVEN BRIDGE TO BOLLARD QUAY, WILL BE USED PRIMARILY FOR PORT-RELATED INDUSTRIAL, WAREHOUSING AND SURFACE STORAGE PURPOSES. ANY DEVELOPMENT UNRELATED TO PORT USE WILL NOT BE PERMITTED.

(Objective: To facilitate port development.)

- 1.18.21 Within the port some land is used for what is known as "port operational" land whilst other land is not. Port operational land is land used by the Great Yarmouth Port Authority and some other quayside sites as part of its function of operating the port. Typically, such land is used for loading/off-loading cargoes or as storage areas for goods awaiting shipment.
- 1.18.22 Planning control over port operational land is limited. However, where a change of use is sought to bring land into port-operational use or vice versa, planning controls can be exercised, particularly in the protection of nearby residential properties from adverse environmental impact associated with new industrial activity in accordance with Policy EMP1.

1.18.23 POLICY EMP30 DEVELOPMENT ON PORT OPERATIONAL LAND WHICH INVOLVES A CHANGE OF USE FROM A USE RELATED TO PORT ACTIVITY TO A USE UNRELATED TO PORT ACTIVITY (OR VICE VERSA) WILL BE PERMITTED PROVIDED THE APPLICANT CAN DEMONSTRATE:

- (A) **THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE AMENITY OF NEARBY DWELLINGS OR THE WELL-BEING OF THEIR RESIDENTS;**
- (B) **THE SITE CAN BE SERVICED AND BOTH ACCESS AND PARKING ARRANGEMENTS MEET THE STANDARDS OPERATED BY THE COUNCIL IN ACCORDANCE WITH POLICY TCM17.**

(Objective: To safeguard residential amenity in areas within close proximity to the Port.)

- 1.18.24 There are several locations within Southtown where residential properties either abut, or are close to, port-related operations. The Borough Council has the difficult task of balancing the needs of existing residents who are inconvenienced and annoyed by port operations and port operators who are unhappy at their operations being restricted.

- 1.18.25 To try and overcome the problems associated with port-related uses located on the east side of Southtown Road, the plan aims to reduce these difficulties through the long-term aim of implementing a policy which restricts new residential development and changes of use to residential flats on the west side. In order to provide a balance of uses and to create a buffer between the existing residential areas of Lichfield, Albany, Anson, Gordon and Tollgate Roads and the port, the plan now encourages the establishment of office and non-port related light industrial uses along the west side of Southtown Road.

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- 1.18.26 POLICY EMP31 PROPOSALS FOR NEW OFFICES AND PORT RELATED LIGHT INDUSTRY, INCLUDING CHANGES OF USE TO THOSE USES, WILL BE PERMITTED ON LAND FRONTING THE WEST SIDE OF SOUTHTOWN ROAD, PROVIDED THE SITE CAN BE ADEQUATELY SERVICED AND BOTH ACCESS AND PARKING ARRANGEMENTS MEET THE STANDARDS OPERATED BY THE COUNCIL IN ACCORDANCE WITH POLICY TCM17.**

(Objective: To meet the wider indirect service needs of the Port.)

Bollard Quay

- 1.18.27 Bollard Quay, which has 297 metres of river frontage, is of narrow depth and is used for the mooring of vessels and port-related surface storage. At present the section adjoining Gas House Quay can be used for mooring barges which are used by the offshore industry. This use cannot be extended as it would adversely affect the operations of Atlas Wharf opposite. The present use of Bollard Quay is appropriate and should be continued.

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- 1.18.28 POLICY EMP32 BOLLARD QUAY WILL BE USED ONLY FOR PORT-RELATED SURFACE STORAGE AND TO FACILITATE THE REQUIREMENTS OF VESSELS MOORED AT THE QUAYSIDE.**

(Objective: To facilitate the best use of port land.)

Malthouse Lane Area

- 1.18.29 Between Malthouse Lane and the river are Gas House Quay and Malthouse Quay which together provide 261 metres of quayside. This site is used for fabrication purposes and has facilities for off-loading onto barges. In addition, between High Road and Malthouse Lane is a site of 1.1 hectares (2.8 acres) which was previously used as a malthouse. This site offers an opportunity to provide additional back-up land for the adjoining Gas House and Malthouse Quays.

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- 1.18.30 POLICY EMP33 GAS HOUSE QUAY AND MALTHOUSE QUAY WILL BE USED ONLY FOR PORT-RELATED INDUSTRIAL PURPOSES. ALSO, THE AREA OF LAND BETWEEN HIGH ROAD AND MALTHOUSE LANE WILL BE USED PRIMARILY FOR INDUSTRIAL AND WAREHOUSING PURPOSES OR FOR PORT-RELATED DEVELOPMENT.**

(Objective: To ensure the best use of land.)

- 1.18.31 The Borough Council will endeavour to protect the occupants of nearby residential properties against excessive noise levels and unneighbourly working hours.

- 1.18.32 The Maltings site is separated from the adjoining quays by Malthouse Lane. It would be of considerable advantage to the Port if the site could be joined to adjacent quays by diverting Malthouse Lane. However, the complete closure of this road would cause local access problems and have an adverse affect on Gorleston High Street and Church Lane. The County Council, as highway authority, will expect any diversion to be financed by those who initiate the scheme.

1.18.33 **POLICY EMP34** IT IS ACCEPTED IN PRINCIPLE THAT MALHOUSE LANE CAN BE DIVERTED TO ENABLE THE MALTINGS SITE TO BE JOINED TO GAS
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(Objective: To facilitate the development of adjoining sites for port use.)

Development in Proximity to Explosives Handling Areas

1.18.34 Several berths within the Port are licensed for use by vessels carrying explosives under the Explosives in Harbours regulations. Whilst there may be a slight risk of explosion, the Borough Council is obliged to consult the Port Authority and the Health and Safety Executive if a proposed development falls within the specific notification areas shown diagrammatically on the Proposals Map.

1.18.35 **POLICY EMP35** THE BOROUGH COUNCIL WILL CONSULT WITH THE HEALTH AND SAFETY EXECUTIVE (H.S.E.) AND THE PORT AUTHORITY ON ANY PROPOSAL FOR A CHANGE OF USE OR NEW DEVELOPMENT IN THE VICINITY OF BERTHS LICENSED FOR USE FOR THE HANDLING OF EXPLOSIVES. THE BOROUGH COUNCIL WILL CONSIDER THE TYPE OF DEVELOPMENT PERMITTED BY TAKING INTO ACCOUNT THE ADVICE RECEIVED FROM CONSULTEES.
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(Objective: To safeguard future occupiers of new developments.)
