

Filby Neighbourhood Plan 2022-2041



Draft Review Version
May 2025

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Introduction

1. This is the Reviewed Filby Neighbourhood Plan, which updates the current plan that was made in April 2022. The plan has been reviewed to ensure current resident views are well reflected; to update on progress against key actions and policy achievements; and so that it reflects important changes to both national and local plan policy.
2. Filby is a parish in rural east Norfolk, around 6 miles north-west of Great Yarmouth and 16 miles east of the city of Norwich. The parish has an area of a little over 2.2 square miles (543 acres) and a population of around 800.
3. Filby is quite well served by local facilities and amenities including a shopping parade along the main road, serving residents of both Filby and Fleggburgh. Services within the village include the primary school, pre-school, village hall, village shop and post office, a hairdressers, and a bakery, All Saints church, the Kings Head, Village Hall, playing fields, and Filby Bridge restaurant by the Broads. It sits in the heart of the Trinity Broads, a nature reserve and drinking water supply.
4. Filby has a strong sense of community, with various events taking place at the village hall, a community speedwatch initiative, volunteering on projects to support nature conservation, and annual participation in 'Filby in Bloom'. Filby has won the village category of Britain in Bloom on a number of occasions, and there was a considerable fundraising effort a short while ago for the new village hall.
5. The village has a limited peak-time bus service that connects it with neighbouring communities and Great Yarmouth. The A1064 runs through the parish, along which will be found most of the development. This connects the village with neighbouring parishes including Fleggburgh and Caister-on-Sea, and the village is an attractive base for commuters to both Great Yarmouth and Norwich. Despite the main road and its traffic, overall Filby remains a tranquil parish.
6. Filby has a close relationship with the natural environment, with the village surrounded by fields and of course, on the western side there are Filby Broad and Ormesby Little Broad, these being part of the Trinity Broads. These are a network of landlocked Broads connected with the rest of the waterways via Muck Fleet, but not connected in terms of navigation. It is highly valued by both residents and visitors alike, as well as providing a water supply to local homes in the Great Yarmouth area. The Broads area is recognised nationally and internationally as a key site for wildlife and has nature conservation designations such as the Broads Special Area of Conservation (SAC) and Trinity Broads Site of Special Scientific Interest (SSSI). It also has status equivalent to a National Park. There are a number of Public Rights of Way that connect residents and visitors with the surrounding countryside. Many of these run along field boundaries and there is a concentration to the south-east around the Broads.

7. Filby has a number of buildings of historical and heritage value that provide a connection with the centuries of human activity. The area has a long and fascinating history. The Romans visited the area and when they left, Saxon invaders were followed by Vikings who entered East Norfolk via the river systems. Danes settled the largely unpopulated area and many of the local village names are Danish in origin, with Filby itself ending in 'by' which means 'new settlement'. Filby, which was situated alongside the watercourse, today known as Muck Fleet, is thought to be the place of File the Dane.
8. Filby features in the Domesday Book as a community of 198 people and 287 acres whose Tenant in Chief was Rabel the Engineer, the artificer of the Norman army. In the middle ages peat was dug for burning and there was a substantial demand for this fuel, particularly from the large religious communities at St. Benet's Abbey and in Norwich, to which it was transported by boat. Extensive peat 'quarries' were formed, some up to five metres deep and, as the water table rose, so the diggings were filled to form what are now known as the Norfolk and Suffolk Broads.
9. In the more recent history, Filby has been agricultural in character, known particularly for its market gardens. It was noted for its raspberries and half of the village acreage was given over to this single crop.
10. Back to today, Filby village is identified as a Secondary Village in the Great Yarmouth Local Plan Part 1 Core Strategy (2015). These are settlements containing relatively few services and facilities, with limited access to public transport and few employment opportunities. The current Local Plan Core Strategy requires 5% of housing growth to be accommodated in secondary and tertiary villages. The adopted Local Plan Part 2 makes no allocations in secondary or tertiary villages and Policy GSP2 makes it clear that there is no housing requirement for the neighbourhood plan area. The Local Plan for the Broads (2019) does not allocate land for development in Filby and it includes a policy on the Trinity Broads (SSTRI) which aims to strictly control the volume, extent and nature of boating on the broads for the purposes of quiet recreation and to reflect the importance of the area as a wild bird refuge. Despite this however, there have been, and there may continue to be, speculative planning applications.
11. This Neighbourhood Plan aims to build on the strengths of the parish and its community, notably its rural character and strong, valued sense of community. It will enhance the natural environment for wildlife and people, protect key historic assets and the tranquillity, help to tackle climate change, and facilitate opportunities for people to meet and get together. Importantly, if there is any further housing development, the plans aim to ensure it is the right type with the right design.

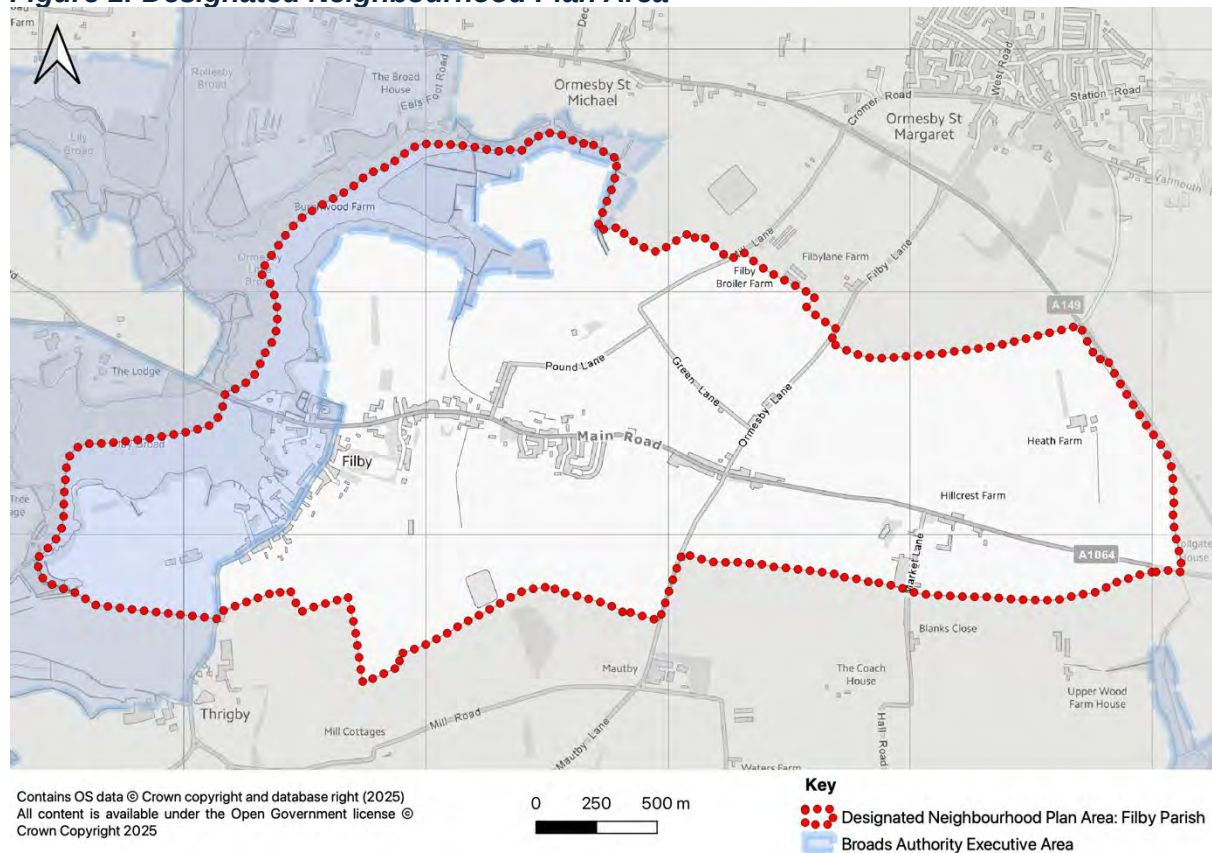
Neighbourhood Planning

Overview of Neighbourhood Planning

12. Neighbourhood planning was introduced by the Localism Act 2011. Neighbourhood Planning legislation came into effect in April 2012 and gives communities the power to agree a Neighbourhood Development Plan. It is an important and powerful tool that gives communities such as parish councils statutory powers to develop a shared vision and shape how their community develops and changes over time.
13. Filby is in Great Yarmouth borough and so the Neighbourhood Plan sits within the context of the Great Yarmouth Local Plan. The borough council has an adopted Local Plan Part 1: Core Strategy (2015) and Local Plan Part 2 (2021). Part of the parish is also within the Broads Executive Area, and so it is covered by the Broads Authority Local Plan (2019). A new Great Yarmouth Local Plan is emerging.
14. A Neighbourhood Plan is a document that sets out planning policies for the Parish and will be used, alongside the local plans, to decide whether planning applications are approved or not. It's a community document, that's written by local people who know and love the area.
15. A Neighbourhood plan has to support the delivery of the 'strategic policies' contained in the Great Yarmouth Local Plan and that for the Broads Authority, and so it cannot promote less development than set out in local plans. That is, the local plans set the overall strategic policies such as the amount of new development and the distribution of that development across the borough. In the case of Filby, the emerging local plan for Great Yarmouth and the Local Plan for the Broads do not allocate land for housing in the parish.
16. A Neighbourhood Plan can include 'non-strategic policies', such as the mix of housing if any comes forward, design principles for new development, conserving and enhancing the natural and historic environment, protecting local green spaces from development, and setting out other development management policies. Importantly, the Neighbourhood Plan will contribute to the achievement of sustainable development as described in the National Planning Policy Framework (NPPF).
17. Once a Neighbourhood Plan has been 'made', following consultation with residents and a successful local referendum, it becomes part of the statutory development plan for the parish and will be used by the borough council and Broads Authority in deciding on all planning applications in the parish.
18. The parish area shown in **Figure 1** was designated as a Neighbourhood Plan Area in June 2019. Working on behalf of the community, the Filby Neighbourhood Plan Working Group prepared and consulted upon the plan which was made in April 2022 following a successful local referendum.

Alongside the Local Plans it helps to shape and influence development decisions and change across the parish.

Figure 1: Designated Neighbourhood Plan Area



Process of Reviewing the Neighbourhood Plan

19. A review of Filby Neighbourhood Plan commenced in 2024. It has involved:

- Further consultation with the community including a survey sent to all households in the parish.
- Consideration of key actions and developments that have been delivered since the plan's adoption.
- A review of the effectiveness of current policies with respect to planning decisions in the parish.
- A review of objective data, such as Census 2021, to ensure the evidence base reflects the most up to date data.
- Production of a Design Guide for the parish, which was undertaken by AECOM through the Locality Technical Support Programme.
- A review of the planning context to reflect changes in national and local plan policy. For example, there have been three revisions to the National Planning Policy Framework since 2022.

20. As a result of the review the text and policies within the Neighbourhood Plan have changed. These changes are set out in a Statement of Modification that accompanies the revised Filby Neighbourhood Plan.

Consultation with Residents

21. Filby Neighbourhood Plan has been developed by residents of the village on behalf of the wider community. A working group, comprising a mix of residents, parish councillors, Norfolk Wildlife Trust and the Trinity Broads Partnership has overseen the process throughout on behalf of the Parish Council as the qualifying body. Engaging the wider community in the Neighbourhood Plan's development has been a key focus for the working group.
22. For the review of the neighbourhood plan, the parish council distributed a letter and survey to residents in October 2024. This provided an overview of how the parish has developed since adoption of the Neighbourhood Plan and how residents could input into its review. In addition, a drop in event was held.
23. The review survey covered a range of topics including demographics, housing, infrastructure, transport, natural environment and the current neighbourhood plan objectives. The survey was advertised in numerous ways including on the parish council website and on resident letters dropped off at households. Overall, there were 127 responses, and a summary of issues raised are highlighted below.
 - **Housing:** A majority of respondents (71%, or 89 people) feel there is no need for new housing in the village. If new houses were built, most prefer 1-2 bedroom homes (66 people) or 3-4 bedroom homes (59 people), with fewer supporting 5+ bedroom homes (18 people). Key design factors for new housing included maintaining a scale in keeping with the street (85%), using local materials (79%), and ensuring the height matches surrounding buildings (77%). On the rise of holiday homes, 62% (76 people) viewed it as a problem, while 38% (46 people) disagreed.
 - **Infrastructure and transport:** The majority (80%, or 100 people) agree that road safety for pedestrians and cyclists is an issue, with 65% (80 people) considering road crossing a serious problem. Suggestions to improve safety include addressing speeding, traffic volume, adding signage, and creating better off-road walking paths. Additionally, 61 people recommend improving local infrastructure, such as broadband, drainage, footpaths, and community facilities.
 - **Natural environment:** Most respondents (87%, or 107 people) are satisfied with access to green spaces. When asked about environmental features in new developments, the top priorities are native trees, shrubs, hedgerows, and wildflowers for pollinators.
 - **Neighbourhood Plan objectives:** The majority of respondents felt the nine objectives in the current neighbourhood plan are still appropriate and capture local issues, though some noted that certain objectives had not been fully achieved and may need more emphasis.

Vision and Objectives

Vision

The rural character and special identity of Filby, nestled as it is alongside the Norfolk and Suffolk Broads, will be protected and enhanced. The rural character is defined by many features, but especially habitats and green infrastructure for wildlife, the openness of the landscape, historic buildings, and the tranquility of the parish and village.

In protecting and enhancing this rural character, the plan will result in a more coherent, connected and expansive ecological network of key habitats that delivers a significant net ecological gain for wildlife over the plan period. The plan will ensure that the openness of the landscape is retained for the enjoyment of residents and visitors alike, adding as it does to the tranquility of Filby, and that the parish's historic and heritage assets continue to provide a sense of place. Where possible, the plan will help ensure that the impact on tranquility of the heavy traffic flows through the parish are minimised. Underpinning life in Filby is the wonderful community spirit, and the plan will build on this, helping people to stay in the parish, and creating opportunities for people to meet, interact, and get to know each other.

Finally, the plan will make a key contribution towards addressing climate change, both through reducing greenhouse gas emissions and overseeing a radical change in the development of a network of trees and hedgerows to absorb CO₂.

Objectives

24. The vision is supported through twelve Neighbourhood Plan objectives:
- A. Ensure the natural environment, including water management, is a key consideration in all decisions about how Filby changes.
 - B. Conserve and enhance Filby's ecological network.
 - C. Ensure any future housing development including the tenure, mix and size of new homes, meets the needs of the current and future residents.
 - D. Promote sensitive development that protects and enriches the landscape of the parish, safeguarding key views and protecting valuable agricultural land.
 - E. Respond to climate change, promoting sustainable development and energy efficiency.
 - F. Preserve and enhance the significance of local heritage assets.
 - G. Protect important green spaces in Filby.
 - H. Promote nature-friendly walking and cycling connections to the surrounding countryside and neighbouring settlements for recreation and enjoyment.
 - I. Reduce the impact and speed of traffic through the village, creating safer routes and sustainable access for residents travelling between their homes and other areas of the village, neighbouring settlements or the surrounding countryside.
 - J. Promote improvements to current infrastructure in Filby including broadband, drainage and transport, by engaging with key stakeholders.

- K. Encourage and promote opportunities to improve access to services and community facilities which will benefit all age groups in Filby.
 - L. Where development takes place, seek a design that contributes to the objectives of the Neighbourhood Plan.
25. Although the neighbourhood plan does not have a specific policy on climate change, it is seen as such a priority that it has been woven into many of the policies. For example:
- Policy H2 encourages eco design features and Policy E4 discourages the use of street lighting to protect dark skies. These will reduce energy consumption which should reduce CO2 emissions.
 - Policies E1, E2 and E3 promote the protection of the natural environment, green spaces, and natural features such as trees, as well as the planting of new trees, hedges and habitats. Increased vegetation should not only have a cooling effect on air temperature, but will absorb CO2 emissions;
 - Policy E6 focuses on drainage, which will need to take account of the increase in severe weather storm events due to climate change; and
 - Policy AT1 encourages the use of sustainable transport such as walking. This should reduce some car journeys which in turn will reduce CO2 emissions.
26. **Community Aspirations** have been developed alongside the planning policies. These focus on addressing issues that are not necessarily development related but important to achieving the plan's vision. Many of these were identified by residents during consultation exercises. Their status is as non-statutory aspirations which the Parish Council will seek to progress during the lifetime of the Plan.

Housing and Design

This section on Housing and Design and the policies contains aims to deliver the following Neighbourhood Plan objectives for Filby:

Objective A: Ensure the natural environment, including water management, is a key consideration in all decisions about how Filby changes.

Objective C: Ensure any future housing development including the tenure, mix and size of new homes, meets the needs of the current and future residents.

Objective E: Respond to climate change, promoting sustainable development and energy efficiency.

Objective L: Where development takes place, seek a design that contributes to the objectives of the Neighbourhood Plan.

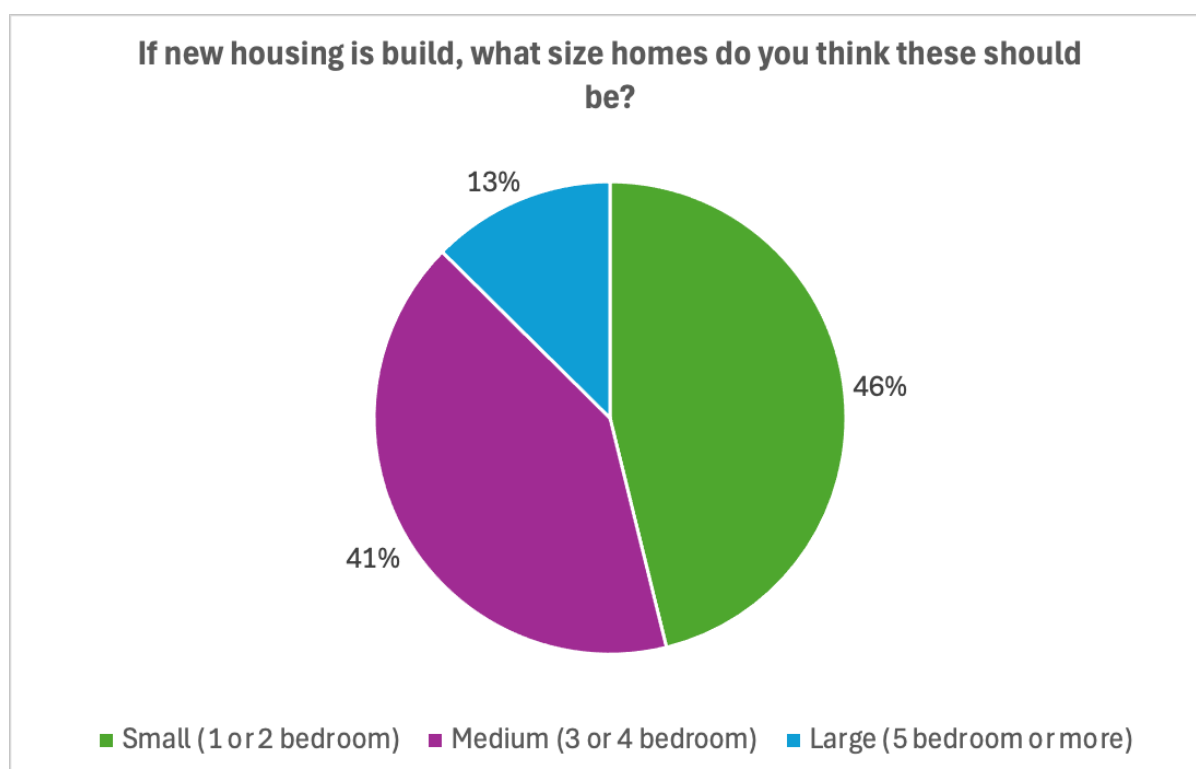
Housing Type and Mix

28. Although Filby is a relatively small village, data from Great Yarmouth Borough Council (September 2024) indicates that there have been 42 new dwellings in Filby over the last ten years. There were 3 new completions in Filby during 2023/24 and as of 31st March 2024¹ there were two extant (existing) permissions that will bring forward a further 8 new homes in Filby once completed. Neither the Local Plan for the Broads (2019) or Great Yarmouth Local Plan Part 2 (2021) allocate land for housing in the parish, and the borough currently has a 5-year housing land supply, 6.34 years according to the latest monitoring report (April 2022). The borough also passed the housing delivery test by 127% so proposals should only be supported where they are in alignment with the development framework.
29. During the past decade a number of redundant farms fronting onto Main Road have been converted to residential use, reducing some of the open breaks through the village. In the last three years (October 2021-October 2024) several applications for single or two storey extensions, change of use and annexes, have also been approved (further details in the Evidence Base Paper).
30. Consultation with the community in 2024 highlights a lack of support for further housing growth in Filby. 71% of respondents (89 people) felt strongly that there wasn't a need for further new housing in the parish. However, if there is any further housing it is important that it meets a local need in terms of the type and mix of houses provided, not least so that local people are able to stay in the parish rather than having to move away, and this is seen as important in retaining the special community spirit of the parish.

¹ 06/16/0491/F – Grange Farm Barn, Main Road, Filby - Proposed conversion of barn to residential dwelling and 06/20/0404/D – Land off Main Road, Filby - Approval of reserved matters for PP 06/16/0518/O 7 Detached dwellings

31. Filby's housing profile is currently dominated by detached homes. According to the Census 2021, home ownership is high (82%) compared to privately rented properties (11%) and socially rented (7%). There remain very few homes available to rent. The Census 2021 states that in terms of size, 40% of the housing stock has 4 or more bedrooms which is a much higher proportion than for the borough as a whole (16%). There is a very low proportion of one-bedroom homes (4%) in contrast to the 18% of homes which are single occupancy, suggesting that there may be an unmet need for smaller housing units. Similarly, compared to the borough (31%) or England (27%), there is a low proportion of 2-bedroomed homes in the parish (16%), though the majority of the household composition in Filby are made up of couples (44%).
32. The Census 2021 occupancy rating for bedrooms shows that at least 86% of the parish have 1 or more bedrooms in their household which are not needed for the number of residents residing there. The lack of one bedroomed homes, and the low proportion of two bedroomed homes, suggests that it could be more difficult for older people to downsize to better meet their needs, which could free up some family homes. What isn't clear is whether older people would want to downsize to one bedroomed homes, or whether two bedroomed are preferred.
33. The housing profile indicates that homes will tend to be more expensive, and they may be unaffordable for younger people or first-time buyers, which could result in younger residents having to move away. Figures from Zoopla in August 2024 suggests that the average sold price in the last year was £300,000 in the area. However, this was based on one sale but in the last 5 years different property types between 2 to 3 beds were selling between £202,500 and £1,500,000. Further housing data is provided in the Evidence Base Paper.
34. A Neighbourhood Plan can influence the size and type of new homes that will be built in the future. The community survey (October 2024) asked residents for their preferences in relation to size of new homes should they be approved. Analysis indicates a preference towards smaller sized homes (1 or 2 bedrooms) followed by medium sized homes (3 or 4 bedrooms) being built in Filby. This mirrors preferences shown when developing the existing made Neighbourhood Plan.

Figure 2: Community feedback on the size of new housing



35. There are indications that the population is ageing with the proportion of residents aged 65 or over making up 26% of the parish (Census, 2021). The number of households comprising just this age group however, including those living alone, has been fairly steady, at around a quarter of all households in the parish. Future housing must meet the on-going needs of our older population.
36. In the development of the adopted Filby neighbourhood plan, a mix of responses were received about the kind of housing there was a need for, though starter homes for younger people, lifetime homes and family homes received the most votes. Affordable housing was talked about by many at the consultation event. The demand for affordable housing in the village outstrips its supply, with current data indicating that demand is highest for homes that are 1 or 2 bedrooms. **Policy H1** especially supports affordable housing delivery within the development limits, recognising that proposals located here will be supported by the Great Yarmouth Local Plan Part 2 (2021) Policy GSP1.

Policy H1: Housing Type and Mix

All housing proposals for five or more dwellings will need to provide a mix of housing types and sizes, and these should aim to reflect local need using the best available and proportionate evidence. This should include, unless evidence is provided either showing a lower need is justified or the scheme is made unviable:

- a) All housing must be accessible and adaptable, with bungalows strongly encouraged; and

Policy H1: Housing Type and Mix

- b) A minimum of 25% of dwellings comprising two bedrooms or fewer, to enable older residents to downsize or younger residents to get on the housing ladder.

Conversely, the inclusion of dwellings comprising five bedrooms or more will not be supported unless it clearly and demonstrably meets a local housing need.

These requirements apply to the whole proposal, and so open-market and affordable housing combined.

All proposals for sheltered housing will be encouraged subject to meeting other policies in this plan and the local plans.

All proposals within the development limits that will deliver affordable housing but fall below the national threshold requiring provision of such² will be especially supported.

37. The Borough Council or Broads Authority will ensure that any planning permission granted for affordable housing schemes is subject to appropriate conditions and/or planning obligations to secure its affordability in perpetuity (for the life of the property), whilst recognising the national Right to Buy scheme. Within the Broads Authority Executive Area, Policy DM34 of the Local Plan requires development of 6- 9 dwellings to contribute a commuted sum (off-site contribution) towards the provision of affordable housing. Policy H1 intends to ensure appropriate levels of affordable housing are delivered where landowners/developers own large sites within the village, but choose to divide these up in such a way that affordable housing thresholds are not met.
38. Although a mix of housing as set out in **Policy H1** will be expected, it is recognised that with building conversions it might not always be possible.

Design of New Development

39. Design is a key area where the Neighbourhood Plan can have influence. A number of suggestions were made by people during the consultation about the local characteristics of buildings in Filby. This included Norfolk red brick, flint in the walls, traditional clay tiles, thatch, timber cladding, cottage style, pitched-roof dormers, permeable surfaces such as gravel, and use of hedges for boundary treatments. Some people indicated that they felt any new homes should be in-keeping specifically with those nearby, others felt a mix of building styles should be encouraged.

² The national threshold in the NPPF (December 2024) is that affordable housing is required on sites where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. Paragraph 66 states policies and decisions should expect that the mix of affordable housing required meets identified local needs, across social rent, other affordable housing for rent and affordable housing ownership tenures. Source: [National Planning Policy Framework](#)

40. Design also relates to layout, density and how habitat features are incorporated as part of landscaping. The augmenting of ecological networks is a key feature of the plan, and all development will be expected to contribute to this.
41. The National Planning Policy Framework (Chapter 12) sets out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, it creates better places in which to live and work and helps make development acceptable to communities. Design guides and codes developed as part of plan making, including at a neighbourhood level such as this, are encouraged and carry weight in decision making. They should be developed with effective community engagement and reflect local aspirations for development of an area.
42. New development should add to the overall quality of the area, be visually attractive, sympathetic to local character and history whilst not preventing innovation, establish or maintain a strong sense of place, optimise the potential of the site and create places that are safe. This is set out in para 135 of the National Planning Policy Framework.
43. Design is not just about appearance, but how a place functions. The National Design Guide (2021) sets out that a well-designed place comes through making the right choices at all levels including layout, form and scale of buildings, appearance, landscape and materials.
44. The Great Yarmouth First Draft Local Plan Consultation (2024) sets out objectives related to development and community infrastructure, as well as to ensure development in the Borough is well-designed and sustainable. The Great Yarmouth Design Code (2023) covers all scales and forms of development within the Borough, aside from the Broads Authority areas. The objectives cover: protecting and enhancing the built and landscape character, ensuring quality new development, encouraging sustainable development and designing for the future whilst also reflecting local heritage.
45. The Local Plan for the Broads Policy DM43 on design requires all development to be of a high design quality, integrating effectively with its surroundings, reinforcing local distinctiveness and landscape character.
46. As part of developing the Neighbourhood Plan technical design support was received from AECOM who worked with the community to develop design guidance and codes for Filby. The design codes resulted from a collaborative effort between the Filby Neighbourhood Plan Working Group and AECOM, reflecting the priorities of local residents. Design codes and guidance alone will not automatically secure quality design outcomes, but they will help to prevent poor outcomes by creating a rigorous process that establishes expectations for design quality. The document aims to offer guidance for future development that promotes good design, respects and preserves local characteristics whilst encouraging modern and innovative design. It sets a series of principles that

are intended to influence the design of potential new development and inform alterations to existing properties in the parish.

47. The design codes are arranged under four themes, developed with the Neighbourhood Plan Working Group. The four themes are shown in **Figure 3**.

Figure 3: Design Codes

Design code themes	Includes:
Settlement Patterns	SP1: Development at the settlement edge SP2: Settlement patterns
Built Forms	BF.1 Orientation and positioning of houses and garages BF.2 Architectural vernacular and materiality BF.3 Boundary treatments BF.4 Extensions and conversions
Public Realm	PR.1 Traffic calming interventions PR.2 Parking provision
Ecology, Biodiversity and Sustainability	EC.1 Habitats and biodiversity corridors EC.2 Trees and hedgerows EC.3 Sustainable Drainage Systems (SuDS) EC.4 Dark Skies and Lighting

48. Settlement patterns: development at the settlement edge can influence factors such as density, coalescence and suburban sprawl. These are all factors that contribute to the rural atmosphere of the settlement and should be carefully considered by all potential forthcoming development, whether that be single infills, extensions or entire new cul-de-sac developments.
49. Built forms: building placement, setbacks and orientation are all contributing factors to the rural setting of Filby. For instance, an irregular building line with larger gaps between dwellings that provides views of the surrounding countryside will supplement a more rural atmosphere. Most of Filby's linear development has an irregular building line, with dwellings setback at varying distances from the road to include a front garden and on-plot parking. The cul-de-sac developments are typically less set back and have a much more regular building line. Built gaps between dwellings range widely throughout the entire village.
50. Public realm: as the A1064 (Main Road) crosses through the village as the primary through route, there is the potential of pedestrian safety issues and road disruption because of heavy traffic. Some changes can be achieved through landscaping and enclosure in design to support the aim to minimise the impact of heavy traffic flow through the village.
51. Ecology, biodiversity and sustainability: this includes access to wildlife corridors, physical and visual connectivity to the landscape and sensitive development to promote increased biodiversity. Also, guidance and codes on street tree planting and within open spaces as well as the type of trees and

hedgerows that can be planted to best support biodiversity. This includes use of permeable surfacing and integration of SuDS (Sustainable Drainage Systems) to relieve Filby's drainage infrastructure system.

Policy H2: Design

All development will be designed to a high quality, reinforcing and complementing local distinctiveness and character. Design which fails to have regard to local context and does not preserve, complement, or enhance the character and quality of its immediate area and the wider parish will not be acceptable. Any new development in the Broads area must be designed to the highest standard which is fitting with the area's equivalence of National Park status.

Future development must avoid merging Filby with nearby settlements, particularly safeguarding the Filby Village Gap. Maintaining the village's rural identity and preventing continuous boundaries is essential.

Filby's linear settlement along Main Road, Thrigby Road, Pound Lane, and Ormesby Lane is a defining feature. Developments must adhere to this single-plot depth structure, preserving long views of the countryside. Cul-de-sacs may be acceptable if simple and rural in character, maintaining connectivity and preventing disruption to active frontages or traffic safety.

New development should align with existing density, height (maximum 2.5 storeys), and building types, primarily detached or semi-detached houses and bungalows. Rooflines should integrate with the surrounding context, preserving views of the Grade II* Church of All Saints. Dormers and extensions must remain proportional and avoid overshadowing or compromising privacy. On-plot parking and landscaped front gardens should be incorporated, and garage positioning should preserve street-facing facades.

Development along the A1064 should have direct road access with simple, unobstructed driveways to create an active frontage, potentially reducing vehicle speeding and promoting driver caution. Raised tables at junctions and pedestrian crossings can enhance safety but must use materials like stone or brick to maintain Filby's rural character. Engineered traffic-calming measures, such as plastic humps or chicanes, should be avoided to protect the village's aesthetic.

Eco-design features, such as solar panels, may be added to historic buildings if they respect the environment and architectural heritage. Electric vehicle charging points should be discreetly integrated into new developments.

New developments should be sited away from any high-risk flood areas and mitigate increased risk of storms or flooding with SuDS. Best practice SuDS schemes should prioritise efficient water use by collecting surface water for reuse, such as in water butts or rainwater harvesting systems, to reduce pressure on key water sources. These drainage solutions should be integrated

Policy H2: Design
with soft landscaping. Permeable surfacing should be used where possible in all new development.

The Environment

This section on **Environment** and the policies it contains aims to deliver the following neighbourhood plan objectives for Filby:

Objective A: Ensure the natural environment is a key consideration in all decisions about how Filby changes.

Objective B: Conserve and enhance Filby's ecological network.

Objective D: Promote sensitive development that protects and enriches the landscape of the parish, safeguarding key views and protecting valuable agricultural land.

Objective E: Respond to climate change, promoting sustainable development and energy efficiency.

Objective G: Protect important green spaces within Filby.

Habitat for Wildlife

52. Filby is a parish rich in wildlife, nestling on the east side of the Trinity Broads catchment with two of the five broads within its boundaries. The open water habitat of Ormesby Little Broad stretches to the north-west of the parish and Filby Broad is to the south-west.
53. This part of the Broads network is designated The Broads Special Area of Conservation (SAC) and Trinity Broads Site of Special Scientific Interest (SSSI). They are extremely rich in wildlife with some species rarely found outside of the Broads fen habitats. Habitats include wide expanses of shallow open water, extensive tracts of broad shore reedbed and undisturbed areas of wet woodland. These habitats support a wealth of wildlife, from the tiniest, rare snail, to stands of true bulrush which have virtually disappeared from the rest of the Broads area, to the bittern. The ecological importance of the area is reflected in the variety of international, national and local nature conservation designations.
54. Trinity Broads make up 14% of the open water within the Broads. They are a significant fresh water supply with approximately 5 million litres of water abstracted each day, supplying 80,000 homes in the surrounding villages and Great Yarmouth. They cover 162 hectares of open water in total, with 21km of broad shore habitat including fen meadow, tall herb fen, littoral reed bed and alluvial forest. It is important to ensure that the water quality is not impacted by future development.
55. These designated sites are critical for biodiversity in the parish, but they connect with a range of other important habitats for wildlife, including ponds, trees, hedgerows and gardens. This ecological network as a whole is crucial for

wildlife and contributes significantly to the overall quality of life for residents within the parish.

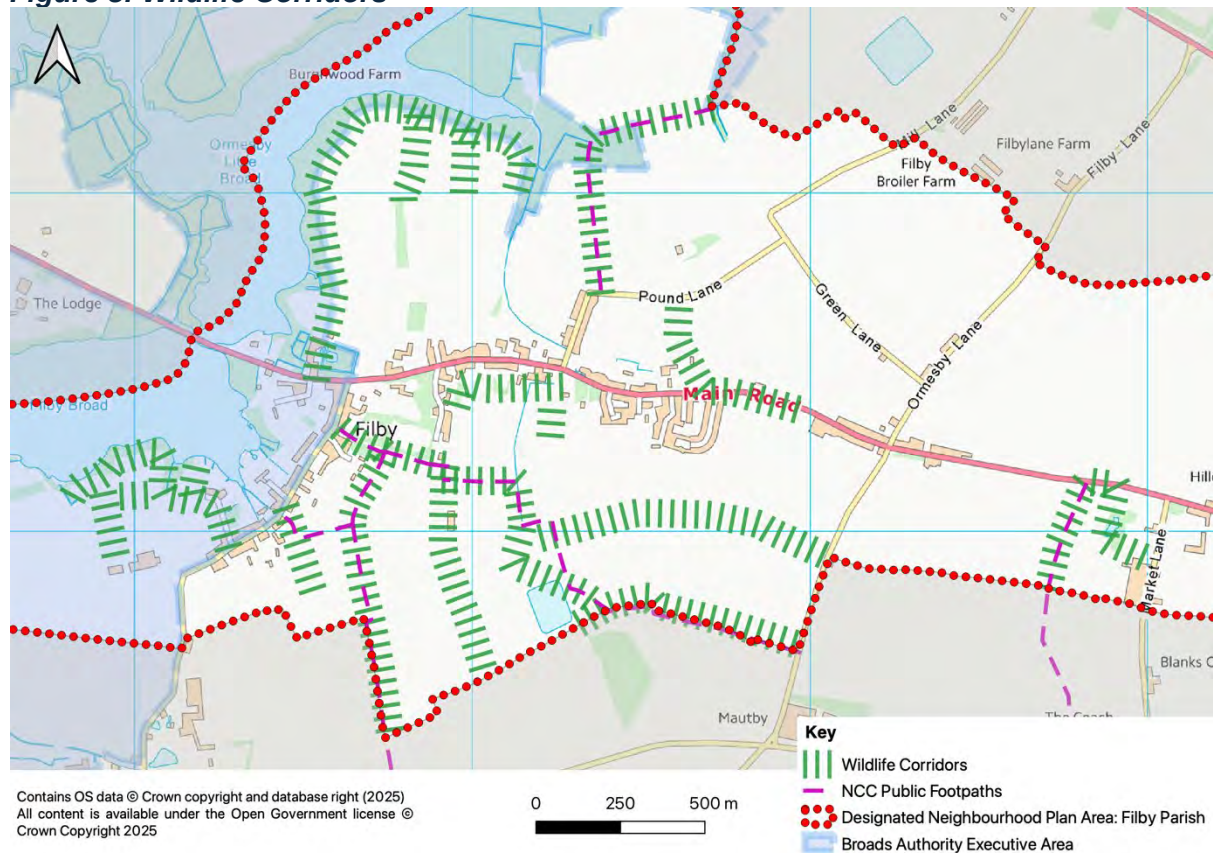
Figure 4: Photo of Filby Broad Boardwalk



56. A Habitat Survey undertaken in 2015 by the Norfolk Wildlife Trust and volunteers from Filby village provides an important record of the ecological network that this neighbourhood plan aims to conserve and enhance. Building on this, Wildlife Corridors have been identified as part of development this Neighbourhood Plan, by residents in conjunction with the Norfolk Wildlife Trust and Trinity Broads Partnership, these are identified in **Figure 5**. They reflect the key corridors connecting wildlife within the parish. Typically, these include native vegetation, tree or hedgerow lines, follow Public Rights of Way and join some key habitats, such as Filby Common, and designated Local Green Spaces. These will be considered a priority for preservation and improvement locally. Where the corridors are on private land the Parish Council will work with local landowners to explore opportunities for improvement.
57. The NPPF (December 2024) Chapter 15 affords considerable support for protecting and enhancing the natural environment, key landscapes, and areas of value in terms of biodiversity. Examples include:
58. Paragraphs 105-108 covers protecting existing local green spaces and the creation of new high quality open spaces. Paragraph 136 states that all new streets should include trees, and that planning policies should ensure streets are tree lined, take opportunities to incorporate trees elsewhere in developments, existing trees are retained wherever possible, and measures are in place for the long-term maintenance of newly planted trees. Paragraph 187 addresses the need for biodiversity net gains in developments. Paragraph 192

supports the mapping of ecological assets and networks, including for enhancement or creation.

Figure 5: Wildlife Corridors



59. During consultation for the adopted Filby neighbourhood plan, 97% of local people who responded to the resident survey agreed that any new development should be expected to protect the environment and improve wildlife areas. This accords with national requirements. Schedule 14 of the Environment Act (2021) requires all development schemes to deliver a mandatory 10% Biodiversity Net Gain (BNG) to be maintained for a period of at least 30 years. The concept seeks measurable improvements for biodiversity by creating or enhancing habitats in association with development. Development proposals must 'leave biodiversity in a better state than before'.
60. In England, BNG became mandatory from 12 February 2024 under Schedule 7A of the Town and Country Planning Act 1990. There will be three ways to deliver BNG, onsite within the red line, off site locally with biodiversity enhanced in conjunction with nearby landowners, or through statutory credits. The requirement for BNG is in addition to following the usual mitigation hierarchy to avoid, mitigate or compensate for biodiversity losses. It should be noted that it is not currently possible to deliver BNG within a private garden, as measures cannot be secured for the 30-year period. There are also some exemptions, which includes householder applications, self-build and custom build applications, and development which do not impact priority habitat and impacts

less than 25m² of on-site habitat and 5m of onsite linear habitat such as hedgerow.

61. The Planning Practice Guidance sets out that it would be inappropriate for local plan policies to be inconsistent with the statutory framework since this sets the national approach and benchmark for BNG in planning. It also states that policies should not require BNG for types of development that are exempt. Local plans are allowed to include local biodiversity policies which require specific enhancements to support biodiversity where appropriate.
62. In Policy E1, the Filby Neighbourhood plan puts the need for biodiversity improvements into a local context to ensure that Filby's rich ecological network is enhanced through development without undermining the national approach and benchmark. This has been done through mapping wildlife corridors and ensuring future development promotes enhanced connectivity of habitats and species. Other biodiversity improvements encouraged including planting or establishing suitable local habitats that enrich the population of local species.
63. The Trinity Broads is an important ecological network present in Filby. The Local Plan for the Broads (2019) Policy POSSTRI focuses on Trinity Broads, aiming to protect the tranquillity and nature value of the area, strictly control recreation such as boating to reduce disruption to the important wild bird population, and ensure light pollution is avoided in schemes to protect the dark skies. Applications for planning permission in this area need to be compatible with these aims. The Trinity Broads Project (a partnership of Essex & Suffolk Water, the Broads Authority, Natural England, Norfolk Wildlife Trust and the Environment Agency) has also been successful in restoring and managing the biodiversity of the area including improving water quality and managing recreation. The Trinity Broads has a five-year management plan, which includes key objectives around working with the community to promote biodiversity.
64. As set out in Norfolk Wildlife Trust guidance, biodiversity should be considered at all levels of planning and plays an important component of the green infrastructure of a local area, along with footpaths, allotments, and open green space. Every public body, including town and parish councils, has a duty to conserve biodiversity under the Natural Environment and Rural Communities Act (2006). Government Guidance on this Act includes recommendations to identify local sites of importance for biodiversity and to protect and enhance biodiversity within the management of local authority land holdings.
65. As part of developing the Neighbourhood Plan, Wildlife Corridors were identified to connect areas of wildlife habitat across the Parish. Each Corridor will be a focus for the community and landowners to increase biodiversity and connectivity, for example by planting more trees and hedges, by allowing grassland areas to grow wilder, and by installing features like bird and bat boxes. Wildlife Corridors can also play a part in the importance of current habitat networks and through policy can set out how any development along

these should avoid fragmentation or loss of current species present. The corridors will also be a guiding tool for applicants addressing BNG where it is not feasible to deliver improvements on site.

66. The wildlife corridors link key blocks of habitat and species in Filby, identifying where there is likely to be best opportunity for improved ecological connectivity. In addition to wildlife benefits, green corridors can be combined with other uses such as footpaths, which means there would also be benefits for residents and visitors in Filby. Spending time close to nature is good for people's health physically and mentally and improving these corridors could bring opportunities for people to enjoy further green areas through recreation on publicly accessible land or through assisting with conservation activities.

Policy E1: Biodiversity and Wildlife Corridors

Filby's wildlife rich habitats must be safeguarded and enhanced through proactive action as part of development. Proposals will be supported where they can demonstrate:

- a) Action has been taken to conserve existing biodiversity features such as ponds, orchards, hedgerows and trees onsite;
- b) Incorporating the British Standard BS 42021:2022 of one bird box per dwelling and one bat box per four dwelling into the design of new development.
- c) How they can support the Trinity Broads Partnership with conservation management and enhancing the natural carbon capture of the Trinity Broads area; and
- d) Opportunity has been taken to enhance connectivity for wildlife across or to existing wildlife corridors identified in **Figure 5**.

A variety of water management features such as Sustainable Drainage Systems, drainage ditches and dykes could provide biodiversity net gain.

Proposals that would result in net loss of biodiversity on site will be expected to compensate for this by delivering habitat improvement to local wildlife corridors in the first instance, as identified in **Figure 5**.

The Plan identifies wildlife corridors as set out on the map below. Development proposals within or adjacent to these corridors should:

- e) Not have a detrimental impact on the green open nature of the corridor.
- f) Enhance public access to or within the corridor where possible and appropriate.
- g) Demonstrate how the proposal will contribute to improving habitat connectivity within the corridor.
- h) Avoid introducing barriers to the movement of wildlife within the corridor and demonstrate how the proposal will incorporate suitable mitigation where this is unavoidable.

Community Aspiration 1: Local Action to Enhance and Improve Biodiversity and Local Habitats

The Parish Council will work with the local community to encourage action to enhance habitat and wildlife in public spaces and private areas such as gardens. This may include activities to encourage soft boundaries with native hedgerow, insect friendly planting, bird, and bat boxes, making the most of compost and encouraging wild patches.

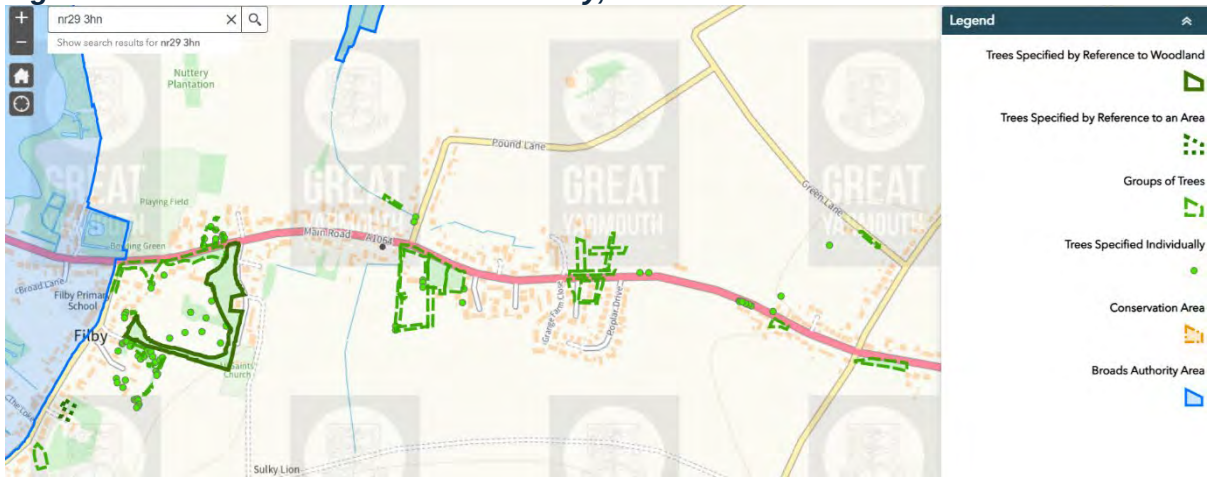
In public areas actions will be investigated including less frequent mowing and planting trees. In relation to this, priority will be to work with local landowners to improve habitat for wildlife within the green corridors.

Trees and Hedgerows

67. Trees and hedgerows form an essential part of Filby's landscape character and provide a vital link between wildlife areas such as the Broads, the community orchard, trinity woods and wildflower meadow, and domestic gardens. They provide diversity and richness to the landscape, as well as forming wildlife corridors and providing a rich source of food for insects, birds and wild animals. The Trinity Broads area is of exceptional importance for bats which use trees for roosts.
68. The Habitat Survey (2015, NWT) recorded around 8km of hedgerow in Filby parish. This has increased significantly in the last 10 years, by around 250m, due to proactive planting of native hedgerow by the community. The retention of existing trees and hedgerow and the provision of additional planting within new development is therefore important.
69. Some trees in the parish have protected status, mainly under the designation of a Tree Preservation Order (TPO) made by the Local Planning Authority for their protection. A map of protected trees is available from Great Yarmouth Borough Council and information on protected trees falling within the Broads Authority, from the Broads Authority. It includes a corridor of mature and veteran oaks alongside a public footpath near to the allotments and church, which in themselves can support over 350 different species of wildlife.
70. **Policy E2** seeks to protect Filby's trees and hedgerow. It has due regard of the National Planning Policy Framework (December 2024) which in Paragraph 193 lists some examples of irreplaceable habitat including ancient woodland or veteran trees. Within Filby Neighbourhood Plan the view has been taken that woodlands, mature trees and biodiversity rich hedgerow are also irreplaceable as they make a significant contribution to Filby's wildlife habitat and landscape.
71. Since the development of the adopted Filby Neighbourhood Plan, work has been undertaken by the Parish Council to fulfil Community Aspiration 1: Protection of Locally Important Trees. As a result, the list of Tree Protection Orders has been updated to reflect the desired protection of important local trees that came from the 2015 Habitat Survey. The Parish Council focused on

the roadways and areas visible from roadways with all important trees identified put forward for a TPO. Great Yarmouth Borough Council have a mapping system for TPOs which can be accessed online and a copy of the TPO map for Filby is shown in **Figure 6**.

Figure 6: Tree Preservation Orders in Filby, source: GYBC 2024



Policy E2: Trees and Hedgerows

Existing trees and hedgerows must be retained and integrated into the design of new development. Proposals requiring the loss of woodlands, mature trees or biodiversity rich hedgerows will not be supported unless there are wholly exceptional reasons, or removal is necessary to enhance the survival of other protected trees or mature hedgerow.

Where proposals will result in the loss of trees or hedgerow, adequate replacement provision, using native British species of greater value, will be required. Developers should ensure sufficient space is available on site for this. In exceptional circumstances where it can be demonstrated that this is not feasible, planting should take place to fill known gaps in Filby’s Wildlife Corridors, identified in **Figure 5**. Where on-site planting is demonstrated to be unfeasible developers are expected to work with the Parish Council to find appropriate alternative sites.

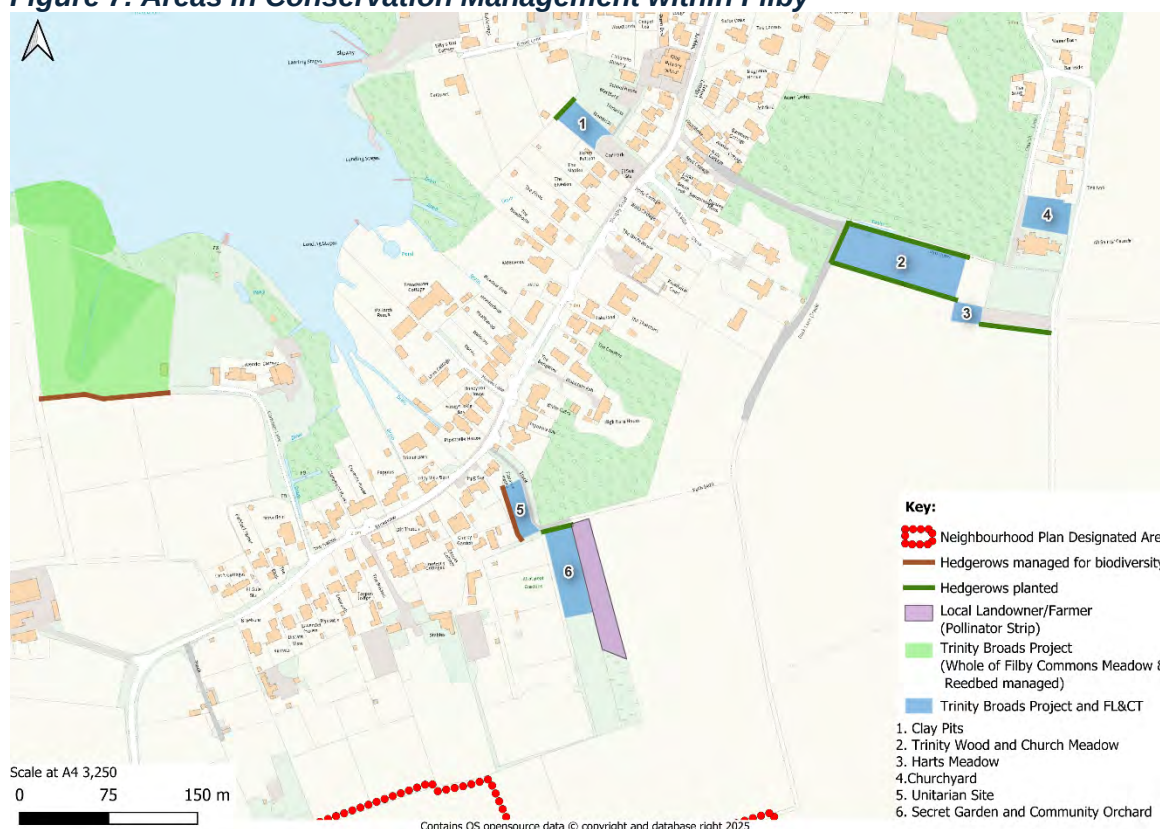
Where development will affect trees and or hedgerows, proposals must be accompanied by a survey which establishes the health and longevity of affected trees and/or hedgerows and an appropriate management plan.

Filby Lands and Conservation Trust

72. Filby residents are especially keen on promoting the conservation of wildlife and biodiversity in and around Filby. In February 2020 they established Filby Lands & Conservation Trust, which aims to enhance the Filby area for wildlife, habitat conservation and community amenities. This will be achieved through the purchase and management of land as and when available or under threat from undesirable development. Any areas of purchased land will be managed for wildlife and habitat conservation in perpetuity.

73. The land south-west of the Church, adjoining a designated Local Green Space and linked to the wildlife corridors was purchased by the Trust and has been planted up as a community woodland. The new woodland is called Trinity Wood in celebration of 25 years of the Trinity Broads Project. Adjoining land has been gifted to the church, to later become an extension to the burial ground, and until that point the community has created a wildflower meadow and manages this for wildlife. The sites are publicly accessible, and paths are maintained.
74. The areas of Filby in conservation management are shown in **Figure 7**. The activities undertaken have been in conjunction with the Trinity Broads Partnership.

Figure 7: Areas in Conservation Management within Filby



75. Local conservation activities are having a significant impact on wildlife within the parish. Surveys demonstrate that the invertebrate population has increased as a result of the conservation work undertaken locally. At the last survey 7 species of bats were identified and over a hundred moth species were identified at the community woodland.

Community Aspiration 2: Filby Lands and Conservation Trust

The Trust will take opportunities to enhance the Filby area for wildlife, habitat conservation and community amenity by purchasing and managing areas of land that become available. This includes:

- Ongoing management of the new woodland south-west of All Saints Church.
- Actively managing the Wildlife Garden and Community Orchard as well as the old Unitarian site, for conservation and access. Work has also started to manage the churchyard grounds and small meadow adjacent to the car park.
- Working with the Parish Council to establish and implement a biodiversity plan for the parish.
- Where opportunity arises, securing additional land for new conservation activities.
- Establishing a Biodiversity Net Gain site which can be used as credits where net gain has to be delivered off site.

The Trinity Broads Project (Norfolk Wildlife Trust and Essex & Suffolk Water) will actively support these initiatives through advice, events, labour and funding.

Local Green Space

76. The National Planning Policy Framework (December 2024) sets out that specific areas of land that are demonstrably special to the local community may be protected against development through designation as Local Green Space (LGS). The designation should only be used where:
- The green space is reasonably close to the community it serves;
 - The green area is demonstrably special to the community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquility or richness of its wildlife;
 - The green area concerned is local in character and is not an extensive tract of land.
77. This Neighbourhood Plan designates ten LGSs for protection, these are identified in **Figures 8 and 9**. They are important not only for the wildlife they support, but provide significant quality of life benefits to residents, for example through encouraging recreation. Many of these contribute to the distinctiveness of Filby, making it an attractive place to live. All of the LGSs were identified by the community during consultation to develop this neighbourhood plan.
78. These local green spaces are additional to those protected by the Great Yarmouth Local Plan Core Strategy (2015). The Great Yarmouth Local Plan Part 1 (2021) policies GSP6 and Policy E3 and the Broads Local Plan (2019) policies DM7 and DM8 include general policies to protect open spaces and environmental assets, but these sites are not mapped.

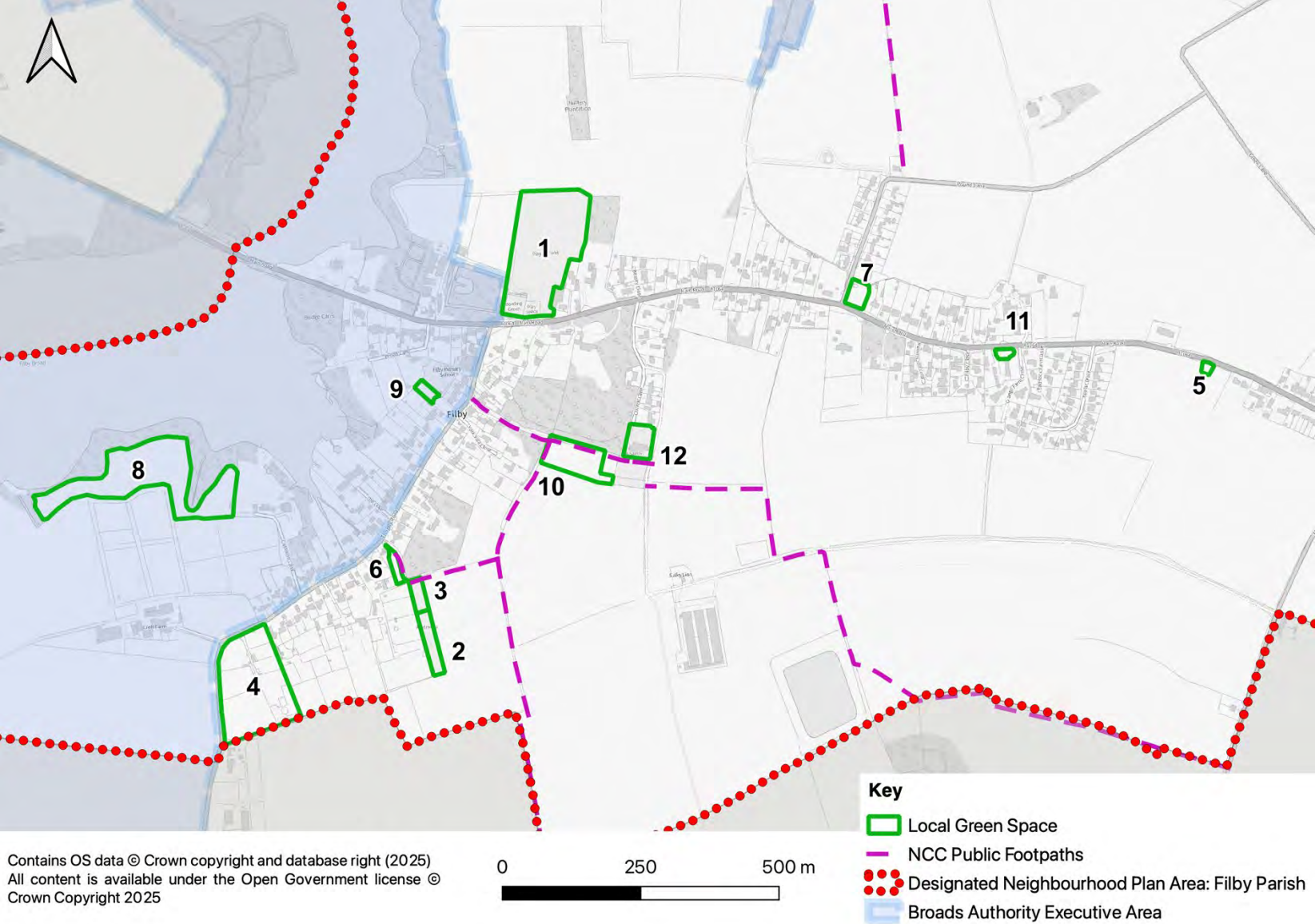
79. Local Green Space policy is required to be broadly consistent with national policy for Green Belt. **Policy E3** does not prevent adjacent proposals but recognises that as some Local Green Spaces are very small in nature, their integrity could be affected by adjacent development, which is less likely to be the case for large areas of Green Belt.

Figure 8: Local Green Space Designations

	Green Space	Location	Why it's demonstrably special
1	Playing field, play area and bowls green	Off Main Road adjacent the Village Hall.	Recreational value. These green spaces are well maintained and utilised by a range of clubs and local families. These are identified as Greenspace on OS Maps.
2	Allotments	Off Thrigby Road	Recreational value & wildlife habitat. Well used by residents of Filby as an opportunity to grow food locally. The land is owned by Norfolk County Council with a lease to the parish overseen by Norfolk Property Consultants. The allotments are identified as Greenspace on OS Maps.
3	Community Orchards and secret garden	Off Thrigby Road	Recreational value & wildlife habitat. Adjacent the allotments these have a variety of fruit trees and are well looked after by Filby residents. The land is owned by Norfolk County Council with a lease to the parish overseen by Norfolk Property Consultants. The community orchards are identified as Greenspace on OS Maps.
4	Community Paddocks	Off Thrigby Road	Recreational value & wildlife habitat. Currently used for grazing horses that are owned by residents of the parish. These are owned by Norfolk County Council with a lease to the parish overseen by Norfolk Property Consultants.
5	Village pond	Off Main Road	Wildlife habitat & recreational value. The pond is in private ownership but can be observed from a public standpoint. Historically used for watering horses.
6	Filby Dissenter' Chapel	Off Thrigby Road near to the orchard and allotments	Heritage & recreational value. Remains of an early chapel built in 1705 that was badly damaged in World War 2. Also listed on the Norfolk Historic Environment Record. Enjoyed by residents and visitors accessing the public footpath. The Chapel is in private ownership.

	Green Space	Location	Why it's demonstrably special
7	The Pound	Corner of Main Road and Pound Lane	Wildlife habitat and heritage value. A small grassy area with a bench and the location of the Filby Village Sign. An area adorned with flowers during the summer months as part of Filby in Bloom.
8	Filby Common	Off Common Lane	Wildlife habitat which has beauty, tranquility and recreational value. The common has views over Filby Broad and is part of the transitional landscape between the broads and Filby settlement.
9	Filby Claypits	Thrigby Road, near the school	Heritage value & wildlife habitat. Original houses in the village were constructed of clay lump from this pit which is now publicly accessible and has small pond. Parish ownership.
10	Trinity woods	Land south-west of the Church	Community woodland and meadow. A rich wildlife habitat which also has recreational value. Created and established by the community and open to the public.
11	Grange Farm Pond	Off Main Road	Wildlife and historic value. This pond is part of the natural drainage system for the village and provides an ecosystem for local wildlife. It is in private ownership.
12	The Old Churchyard	Adjacent the church	Wildlife and heritage value. This is a burial ground for people who have been residents of the parish. The grounds are also managed to support local wildlife.

Figure 9: Map of Local Green Spaces



Policy E3: Local Green Space

The areas listed below and shown in **Figure 9** are designated as Local Green Spaces:

1. Playing field, play area and bowls green
2. Allotments
3. Community Orchards and secret garden
4. Community Paddocks
5. Village pond
6. Dissenter's Chapel
7. The Pound
8. Filby Common
9. Filby Claypits
10. Trinity Woods
11. Grange Farm Pond
12. The Old Churchyard

Development proposals in the 12 designated Local Green Spaces listed above will be managed in accordance with national policy for Green Belts.

Development proposals adjacent to LGSs will be required to:

- a) Not encroach on the LGS; and
- b) Complement its setting and not impact upon the integrity of the space.

Opportunities to create linkages between LGSs, for example through the creation of new rights of way, may be considered favourable.

Dark Skies

80. Filby is valued by residents for its tranquillity. Its proximity to the Broads and a lack of street lighting means there are dark expansive skies at night. The Campaign to Protect Rural England's Light Pollution and Dark Skies Mapping³ identifies Filby parish to be in one of the darkest areas, except for a small zone along Thrigby Road, Ormesby Lane and Main Road, see Filby Neighbourhood Plan Evidence Base 2024. Recent evidence from the Broads Authority identifies the Broads, including Filby and Ormesby Little Broad, as intrinsically dark landscapes which must be preserved. Dark skies are a valuable asset and that is important to wildlife and benefits the health and wellbeing of residents. Artificial light can be detrimental to wildlife. Around 60% of insects are nocturnal and it is estimated that a third of those attracted to artificial light are killed as a result. This can also impact local bat feeding thereby reducing breeding condition.
81. Guidelines have been created around planning for good exterior lighting which will be relevant for the Dark Skies policy. Outdoor lighting should be carefully designed to ensure appropriate placement, duration, colour, and timing. The

³ https://www.nightblight.cpre.org.uk/maps/?_ga=2.217528022.1718306731.1573479253-820694389.1573479253

quote “more light is not necessarily better light¹⁹” is discussed in some detail in the GOV Light Pollution Guidance and Dark Sky Society (2020) paper in relation to promoting safety. Where light fixtures give off an unsafe glare it can result in reduced visibility and accidents on the road and streets, especially when vision is readapting to darker areas^{47F18F²⁰}. Examples of fixture types that can be used to reduce glare and light trespassing in the night sky include:

- Fully shielded fixtures (enclosed in full cut off or canopy fixtures);
- Lighting which is directed downwards;
- Using energy efficient bulbs/low light levels such as white LED, metal halide or fluorescent sources;
- Controlled lighting on timers, motion detectors when needed including no dusk to dawn lights^{48F19F²¹};
- Using warmer colour lights such as yellow where possible avoiding blue, or ultraviolet content since these are generally more disruptive to humans and wildlife.

82. Residents place particular value on the peace and tranquillity of the area. In a previous resident’s survey for the adopted neighbourhood plan, 82% of people strongly agreed that dark skies should be retained and preserved, with any new lighting needed as part of development required to be low energy.
83. The NPPF (December 2024) notes how planning policies should ensure that new development is appropriate for its location considering effects of pollution (including light pollution) that could arise from the development on site and with its wider surroundings. In Paragraph 185 Clause C planning policies and decisions should: “limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes, and nature conservation”.
84. The Local Plan for the Broads (2019) contains **Policy DM22: Light Pollution and Dark Skies** which seeks to conserve and enhance the tranquillity and dark sky experience of the Broads. The emerging Local Plan for the Broads is proposing further dark skies detail in Policy PODM27. These policies apply in the area of Filby parish, which is covered by the Broads Authority Executive Area, see **Figure 1**. Relevant policy detail on dark sky zones from the Broads Local Plan has been incorporated into **Policy E4** to also apply to the rest of the parish not covered by DM22.

Policy E4: Dark Skies

Development proposals are required to address light spillage and eliminate all unnecessary forms of artificial outdoor lighting by ensuring that:

- a) Dark Sky Zone category 1 in the Broads Authority Area as identified in the Broads Local Plan policies maps is protected from permanent illumination;
- b) External lighting within the Dark Sky Zone category 2 as identified on the policies maps in the Broads Local Plan is strictly controlled; and
- c) Good lighting management and design is applied throughout the neighbourhood area.

Development proposals that involve external lighting, outside the Dark Sky Zones category 1 in the Broads Local Plan, will only be permitted where it can be demonstrated that they are required for a specific, identified, and justified lighting task – see later in policy for requirements relating to design.

Building design that results in increased light spill from internal lighting needs to be avoided unless suitable mitigation measures are implemented. The Dark Skies policy should be a key consideration in the replacement of windows.

Applicants are required to demonstrate that they meet or exceed the Institute of Lighting Professionals guidance and other relevant standards or guidance for lighting²⁴. Criteria to be considered includes:

- Fully shielded (enclosed in full cut-off flat glass fitments)
- Directed downwards (mounted horizontally to the ground and not tilted upwards)
- Avoid dusk to dawn lighting introducing timed motion detectors; and
- Use low-energy lamps such as LED, metal halide or fluorescent sources.

Development proposals should demonstrate compliance with best practice guidance for avoiding artificial lighting impacts on bats²⁵. Where lighting cannot be avoided altogether in proposals then it must be designed to avoid light spill onto wildlife roosts, foraging habitat, and commuting routes for bats, birds, and other species.

Any applications that involve external lighting will only be permitted where they are required for safety, security or community reasons. They will need to be accompanied by a lighting scheme that should show how the status of dark skies will be protected and designed to minimise light spillage.

Landscape Character

85. The landscape setting of the parish is open and dominated by arable farmland which makes up around 76% of the parish and amounts to approximately 388 hectares. Accordingly, the Great Yarmouth Character Assessment classifies the parish as 'Ormesby and Filby Settled Farmland', an enclosure of arable landscape. The character area is fringed by and forms the landscape setting of the Broads, which is reflected in the Broads Authority Character Assessment of

the Muck Fleet Valley – The Trinity Broads. The wooded backdrop of the Broads creates a sense of heightened tranquillity and wildness, in an otherwise arable landscape. Key considerations in relation to development include ensuring that settlement edges are transitional in character and integrate within their landscape setting. Existing hedgerows should be reinforced and wooded wetlands which form part of the Broadland landscape setting should be conserved. This is reflected in **Policy E5**.

86. The Broads and surrounding arable farmland play an important part in Filby's sense of place and local distinctiveness. The topography, which is fairly flat, results in a number of stunning views over the countryside and of the church, a key landmark. The neighbourhood plan seeks to conserve Filby's landscape character by protecting eleven key views and vistas, all of which are accessible from public places within the parish. These views were identified by residents as part of consultation exercises to develop the plan and have been independently assessed against objective criteria to determine their inclusion. A separate document, Filby Views Assessment is available as part of the evidence base.
87. The key views are protected in **Policy E5**. This does not rule out all forms of development, but requires that the location, scale and design have given full consideration of key views, and the development will not obstruct or punctuate keyviews in a way that would undermine the contribution they make to defining the character of Filby parish.

Figure 10: Key Views

View 1: Ormesby Little Broad



View 2: Filby Broad



View 3: From All Saint's Church



View 4: All Saint's Church



View 5: All Saint's Church and down to the village settlement



View 6: Thrigby Hall and Wildlife Gardens



View 7: The village from Pound Lane



View 8: Across arable fields in the gap between the two distinct parts of the settlement



View 9: Across arable fields in the gap between the two distinct parts of the settlement



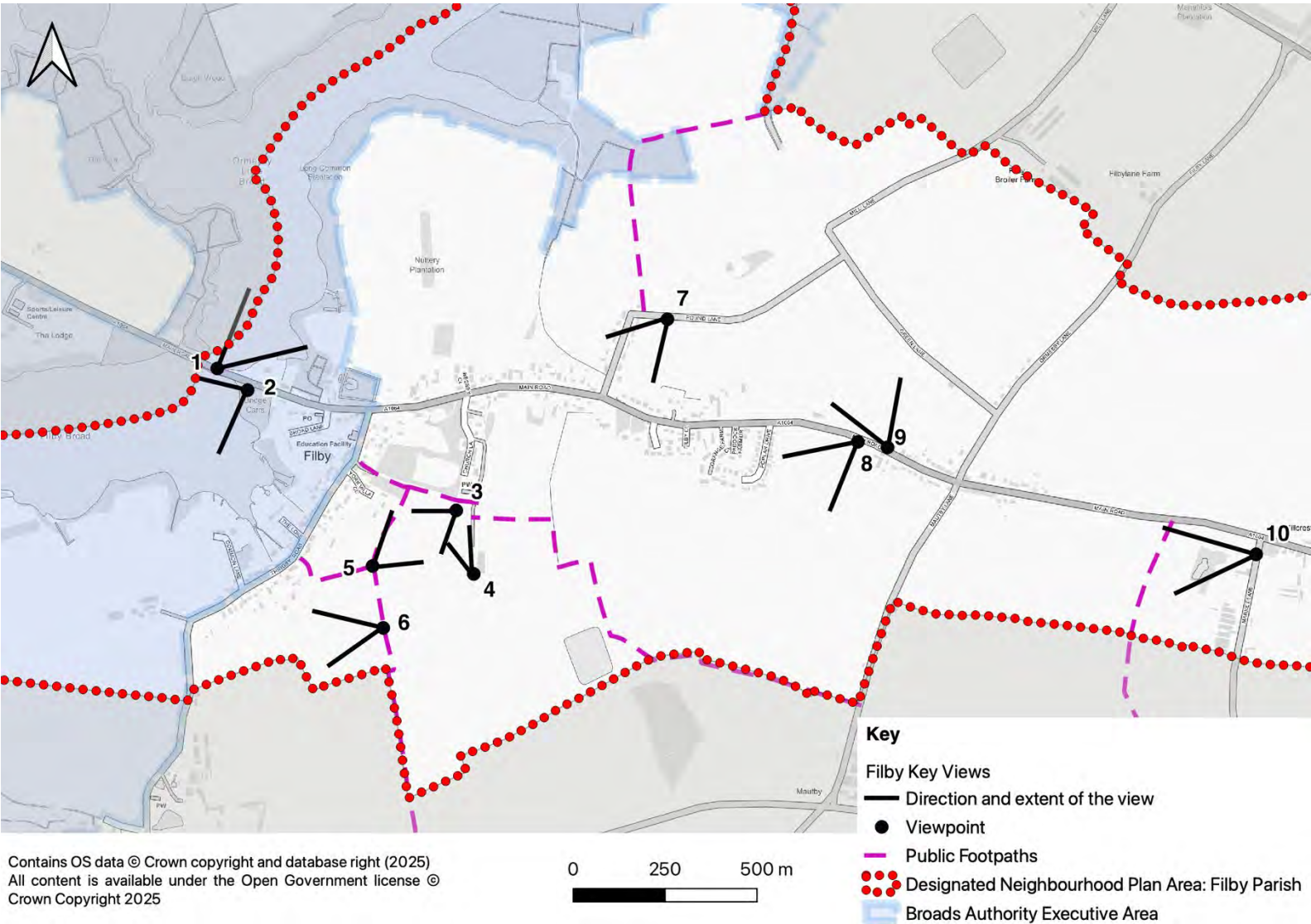
View 10: Filby Heath from Market Lane



View 11: Filby Heath from Wood Farm Loke



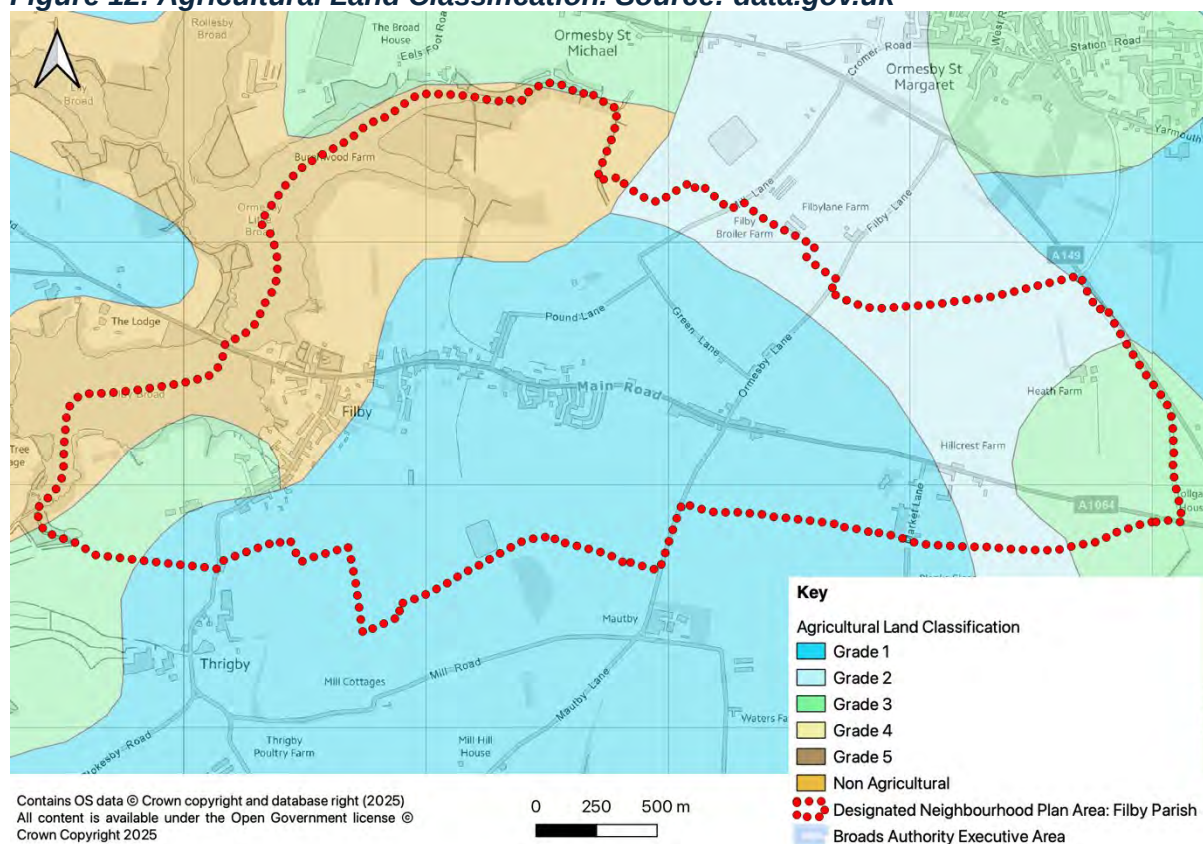
Figure 11: Key Views



Agriculture

88. Much of the arable farmland surrounding the main settlement is classified as the best and most versatile agricultural land, see **Figure 12**. The plan seeks to protect valuable agricultural land classified as Excellent quality (Grade 1) through **Policy E5**, as this contributes to the sustainability of the area, given the importance of farming to the economy, and Filby's setting. This complements Policy SP4: Soils in the Local Plan for the Broads, which seeks to protect the best and most versatile agricultural land, defined as Grades 1, 2 and 3a. This specifically covers the Broads Authority area. Planning applications for development of agricultural land may need to include an updated survey of land quality in accordance with current guidelines.

Figure 12: Agricultural Land Classification. Source: data.gov.uk



Policy E5: Landscape Character

Development proposals must conserve and enhance the character, appearance and setting of the parish.

Proposals will be supported where it can be demonstrated they are sited, designed and of a scale that does not significantly harm the key views identified in **Figure 11**.

Proposals sited on Grade 1 agricultural land that is currently in farming use will not be supported, unless the community benefits of such development significantly

Policy E5: Landscape Character

and demonstrably outweigh the harm of losing the land in the long term, such as affordable housing.

Proposals adjacent the Broads must reflect the transitional nature of this part of the parish by reinforcing existing hedgerow and conserving wetland areas.

Flood and Water

89. The area to the west of Thrigby Road, and a smaller area to the west of Pound Lane are identified as being within fluvial flood risk zones 2 and 3, medium and high risk. Here the risk of surface water flooding is also greater. In addition, Environment Agency maps indicate surface water flooding along the main A1064 and Mill Lane, Green Lane and Filby Lane. To a large extent, policies in the NPPF, Great Yarmouth Local Plan and the Local Plan for the Broads, ensure flood risk is considered through the planning process. This policy framework cannot solve existing flooding problems, but it should ensure issues are not worsened through development proposals.
90. Filby's surface water collection and disposal is largely based on the original medieval system. In the main this system continues to work well. An interesting network of ditches takes the water north and then west in stages until it discharges into the Trinity Broads. At various points ponds were located which help to smooth the flow of water during heavy rain and provide drinking water for animals. There were also boggy areas which helped balance the flow. One of these still remain today. The lowest point of the village is on the main road where it joins Pound Lane. Water from both directions flows towards this point and is carried to the Broad through critical ditches which skirt around or are cut through the rising ground to the west.
91. Changes to the system in recent years have affected its efficiency:
 - a) At least one pond has been filled in, another has had its flow interrupted recently.
 - b) The west flowing dyke on the north side of the main road has been filled and the flow diverted further to the north to join a pre-existing parallel system to the Broad;
 - c) At least one dyke has had the flow reversed and been partly filled and sections piped under buildings;
 - d) Instances have been discovered where dumping in the ditch, usually garden waste, have blocked the flow.
92. The success of the system relies on the careful management of surface water flows and open land holding and balancing flows during spells of heavy rainfall. Any future development resulting in an increase in hard, impervious surfaces will result in increased water needing to be carried away that could cause problems in the future.

93. There are also known issues in relation to managing foul water, with the network currently at capacity between Filby and Caister. Surface water should not be mixed with foul water in the drainage system, but this is occurring in Filby with foul water being discharged into the Trinity Broads when the network is over capacity. This is being caused by storm water going into the foul water network.

Community Aspiration 3: Resolve foul water drainage issues with Anglian Water

The Parish Council will engage with Anglian Water to identify and deliver solutions at the Pound Lane pumping station that will prevent foul water being discharged into the Trinity Broads.

94. In line with its environmental objectives, the neighbourhood plan will ensure that development supports wildlife habitat and extends the ecological network through the use of Sustainable Drainage Systems (SuDS). SuDS provides an effective way of both managing surface water and creating diverse habitats for wildlife. With good design SuDS provide shelter, food and breeding opportunities for a variety of wildlife species. They can also be useful in reducing sedimentation of more vulnerable waterways and potentially reduce contaminants such as phosphorous from negatively impacting the protected site. Biodiversity benefits can be delivered by even small, isolated components, but the greatest value is likely to be delivered where SuDS are planned as part of wider green landscapes, and they can assist with wildlife connectivity.

Policy E6: Managing Surface Water

To promote sustainable development and help address vulnerability to the effects of climate change all development proposals should incorporate Sustainable Drainage Systems (SuDS) appropriate to the scale and nature of the development. Such measures will be required except where this is not technically feasible or where it can be demonstrated that other factors preclude their use.

Development must maximize the use of permeable materials to increase infiltration capacity and incorporate on-site water storage. This will be required unless the developer can provide justification to demonstrate that it is not practicable or feasible within the constraints or configuration of the site. Proposals for making use of green roofs will be seen to deliver significant benefit.

SuDS should link with Filby's key wildlife corridors (as identified in **Figure 5**), acting as a stepping stone and SuDS which provide benefits to the local wildlife habitat are encouraged.

Built and Historic Environments

This section on the **Built and Historic Environment** and the policies contains aims to deliver the following neighbourhood plan objectives for Filby:

Objective A: Ensure the natural environment is a key consideration in all decisions about how Filby changes.

Objective D: Promote sensitive development that protects and enriches the landscape of the parish, safeguarding key views and protecting valuable agricultural land.

Objective F: Preserve and enhance the significance of local heritage assets.

Heritage Assets

95. Historically Filby developed as a farming community. There are numerous finds of archaeological importance, fragments of field systems are visible as cropmarks dating back to the Bronze Age, Iron Age and Roman Period (Norfolk Heritage Explorer). There are nine Grade II Listed Buildings, the majority of which are along the main road through the village and cluster around All Saint's Church which is grade II* listed. There are also non-designated heritage assets of significant local importance, some of which are listed on the Norfolk Historic Environment Record.
96. A village history society was formed in 1982 and has since been dedicated to collecting photographs, documents, house deeds, maps, memorabilia, and books related to the village. The group organizes regular meetings and walks to engage with the community and share their findings. An archive centre was set up in the away changing rooms of the village hall, providing a dedicated space to store and display materials. The centre is open to the public once a month on Saturdays, with additional special openings timed to coincide with village events. Exhibitions are also held in public buildings and are updated every three to four months to keep the content fresh and engaging. In March 2023, the archive centre was officially opened. The group has also created original materials, such as a completing a biography of every individual buried in the churchyard. Another village group, Filby Bells Restoration, supported by the archivists and the Lands & Conservation Trust, are working on the restoration of the church bells, the archivists recording the project as part of the historical archive and the conservation group supplying ecological advice. To support their activities, the Bells Restoration group has undertaken local fundraising efforts and applied for grants. The three group's work exemplifies the cooperation and the commitment to community action, preserving the village's heritage for future generations.
97. A robust evidence base has been developed to support the neighbourhood plan. This includes consultation with residents, character assessment, review of historic records including the Norfolk Historic Environment Record, and advice from the Historic Environment Team at Norfolk County Council, to

assess the significance of heritage assets. This has enabled identification of twelve non-designated heritage assets that are worthy of protection in the Neighbourhood Plan. In accordance with national guidance, each of these has been assessed against criteria provided in Historic England's Advice Note 7 on Local Heritage Listing⁴. This is provided as a supplementary evidence document to support the Neighbourhood Plan. Preservation of these assets and their settings are important for good community feel and identification.

Figure 13: Church of All Saints, Grade II, Photo by Mike Page



98. The National Planning Policy Framework requires the submission of a Heritage Statement for any application for works to any heritage asset, including a locally designated one such as those identified in Filby Neighbourhood Plan. Where an application proposes the demolition of any non-designated heritage building the Heritage Statement will need to justify its loss through a structural survey and reasoning as to why the existing building cannot be retained or extended.
99. The following assets are identified in Filby Neighbourhood Plan as non-designated heritage assets; they are also located on **Figure 15**.
 - a) **The Homestead:** This property is not listed, although the barn behind it is a Grade II Listed building that dates to the late 17th Century. The Homestead maybe of the same date as the barn, but it has been heavily modified.
 - b) **Filby Clubroom:** This is one of the last remaining buildings made from local claylump from the Filby Claypit. It used to be the reading room and is an interesting building worthy of protection.

⁴ <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag018-local-heritage-listing/>

- c) **The King's Head Pub:** This is also one of the last remaining buildings built of locally sourced clay lump. It was previously a significant smugglers location. The building dates from before 1840, though has been heavily modified.
- d) **The Dissenters (Unitarian) Chapel:** This is an early chapel worthy of preservation. It was built in 1705, though badly damaged during World War 2. The chapel is also listed on the Norfolk Historic Environment Record NHER 31187.
- e) **The Primary School:** The original school room was built in Tudor style and dated to 1838, enlarged in 1877 and a further room added in 1882. The school is listed on the Norfolk Historic Environment Record NHER 55147.
- f) **The Raspberry (Jam) Shed:** Filby used to be an important community growing raspberries and this is where they were weighed prior to shipping to London. The building is not listed, but of local interest and worthy of preservation.
- g) **Vine Cottage:** This is a 19th Century house of some status, being the old Curates House. The cottage is not listed, but of local importance.
- h) **The Toll House:** This is the last house in the village, not listed, but of community value. It is identified on Norfolk Historic Environment Record NHER 18357.
- i) **White Thatch Cottage:** This building dates back to 1600 and is very pretty cottage of local importance. Visitors to the village sometimes stop to take photos.
- j) **The White House:** This was originally built as a Methodist chapel, now a private dwelling. It is of significant local importance and its history has recently been recorded by residents.
- k) **Earthworks of a medieval moated site:** This monument is on Norfolk Historic Environment Record NHER 31191. It is the earths of a possible moat or decoy pond, ditches and possible water meadow of probable medieval date which are visible on aerial photographs.
- l) **Filby Broad & Ormesby Little Broad:** The entire Trinity Broad complex is listed on the Norfolk Historic Environment Record NHER 13509 as a series of medieval peat cuttings which flooded in the late medieval and post medieval periods to form the Broad. The complex is shown on Saxton's Map of 1574. The Broad has a special designation by Historic England as 'an area of exceptional waterlogged archaeology'.
- m) **The Old Forge** – This was previously used by auxiliary units that were commando force that were left behind by the Home Guard after occupation. A large underground bunker has been found here, which was an old hide out for the Home Guard.

Policy BE1: Heritage Assets

Heritage assets should be conserved in a manner appropriate to their significance. Development should preserve, and wherever possible enhance the historic character, appearance and setting of designated and non-designated heritage assets.

Proposals that could affect such assets will be expected to submit an assessment that is suitable and proportionate in line with the significance of the asset.

The assets listed in paragraph 97 and shown in **Figure 15** are designated as non-designated heritage assets.

For buildings listed as non-designated heritage assets (**Figure 15**):

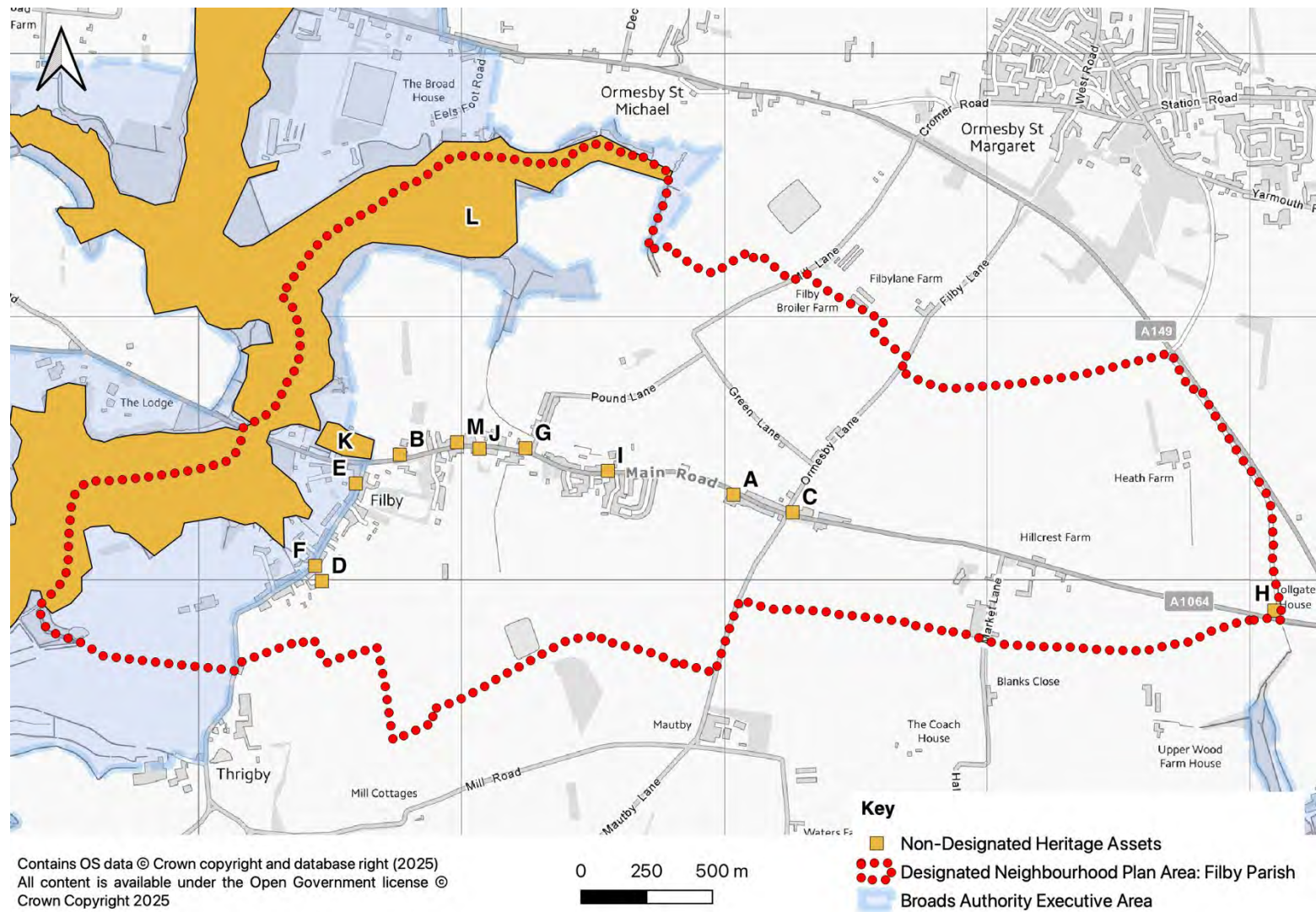
- a) For applications which directly or indirectly affect the non-designated heritage assets, a balanced judgement will be made having regard to the scale of any harm or loss and the significance of the asset;
- b) Conversions for economic or residential purposes in locations that would otherwise be unacceptable will be considered where this would ensure the retention of the building; and
- c) Applications for replacement dwellings will be expected to be accompanied by a Heritage Statement that justifies its loss. Any replacement should make an equal or more significant positive contribution to the wider character of the area to mitigate the harm caused by the loss of a heritage asset.

Norfolk County Council, acting as advisors to the Local Planning Authority, will advise on suitable mitigation measures (if required on all new developments within the parish) if they potentially affect buried archaeological remains.

Figure 14: The White House (Non-Designated Heritage Asset J)



Figure 15: Non-Designated Heritage Assets



Filby Village Gap

100. The Great Yarmouth Local Plan Part 2 recognises there are two distinct parts of the built-up area of Filby and seeks to retain the gap between them.
101. The village gap is defined in **Figure 16**. Any development within this gap would change the rural aspect of the village and affect the long views currently possible into the surrounding countryside. The gap also has an important historical role in Filby, as the village used to comprise three distinct Manorial systems; one around the crossroads by the King's Head pub; another manor in the middle area; and a third around Church Lane. The history of the village is well documented in the Village Archives and on historical maps, which remain in the village today. There is a listed building (the Barn at the Homestead) and non-designated heritage asset identified in this Neighbourhood Plan (the Homestead), situated adjacent the gap defined to the south of Main Road. Any development on the southern side may affect the setting of these heritage assets. The Neighbourhood Plan seeks to provide additional protection against development happening in the village gap, enabling each element of the settlement to retain its separate identity.

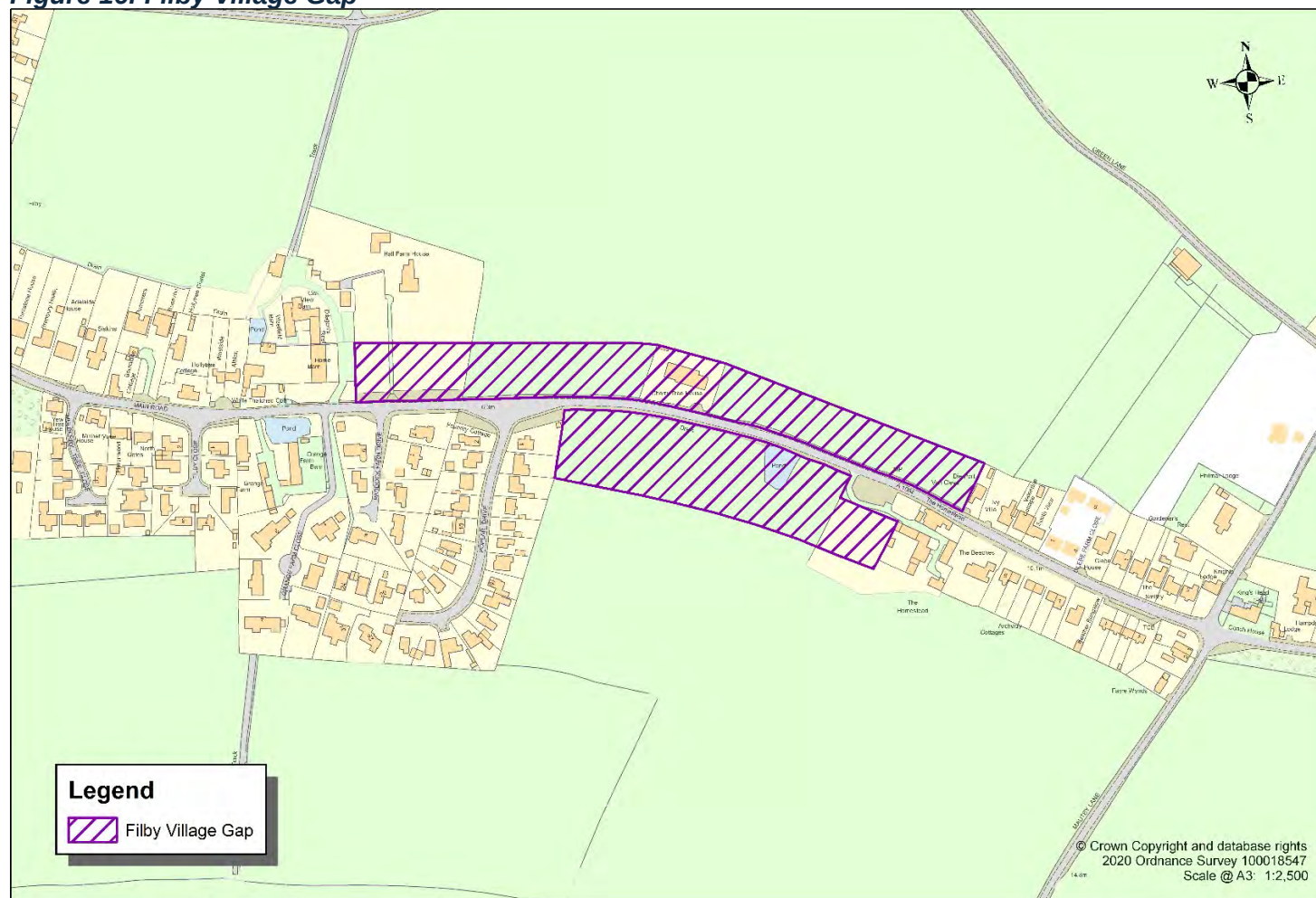
Policy BE2: Filby Village Gap

An area of separation between the two distinct parts of the village settlement, as defined in **Figure 16**, is identified.

Development proposals within the defined area should respect the individual and distinct identities of the different parts of the village. Development, including temporary structures, will not be permitted if, individually or cumulatively, it would result in the loss of the visual and physical separation of these two distinctive parts or lead to their coalescence.

Each proposal within the gap should be assessed individually to determine its impact on coalescence. The scale and location of any proposal is an important consideration. Attention should be given to the cumulative impact of separate proposals that erode the edges of the gap.

Figure 16: Filby Village Gap



Access and Transport

This section on **Access and Transport** and the policies it contains aims to deliver the following neighbourhood plan objectives for Filby:

Objective A: Ensure the natural environment is a key consideration in all decisions about how Filby changes.

Objective E: Respond to climate change, promoting sustainable development and energy efficiency.

Objective H: Promote nature friendly walking and cycling connections to the surrounding countryside and neighbouring settlements for recreation and enjoyment.

Objective I: Reduce the impact and speed of traffic through the village, creating safer routes and sustainable access for residents travelling between their homes and other areas of the village, neighbouring settlements or the surrounding countryside.

Objective J: Promote improvements to current infrastructure in Filby including broadband, drainage and transport, by engaging with key stakeholders

Objective K: Encourage and promote opportunities to improve access to services and community facilities which will benefit all age groups in Filby.

Countryside Access and Sustainable Transport

102. The NPPF and the Local Plans support the promotion of sustainable transport and highway safety. Highway safety will be picked up in the next section on Traffic and Speed, with this section focusing on access and sustainable transport such as walking.
103. A lack of good public transport within the village over past years has contributed to high levels of private car use and a petition for a better bus service for local people by a Borough Councillor in 2019. In 2023 Filby gained a new daytime bus service (number 7) which passes through a number of other villages in Great Yarmouth towards Norwich as well as a late evening bus on Coastlink X1 (leaving Norwich at 23.20) towards Filby and Great Yarmouth⁵. This improved bus service allows local people better accessibility to services and facilities, however, further improvement could still be made.
104. Filby is served by public transport, with bus stops mainly along Main Road. There are two First Bus services which travel through Filby between Great Yarmouth and Norwich via Acle; these are the Number 7 and X1⁶. The Number 7 usually picks up passengers along Main Road every 2 hours and the X1 bus offers a late-night

⁵ [Great Yarmouth villages to get new bus route to Norwich | Great Yarmouth Mercury](#)

⁶ [Journey planner | First Bus](#)

service towards Great Yarmouth from Norwich. There is also the Sanders Coaches Number 6 service which passes Main Road opposite Thrigby Road to North Walsham⁷. However, this is only on college days and will support those passengers needing to get on and off the bus around educational hours.

Community Aspiration 4: Improve bus services

Work with partners including local bus companies and the local transport authority to advocate for continued improvements to bus services in Filby, specifically for more frequent services.

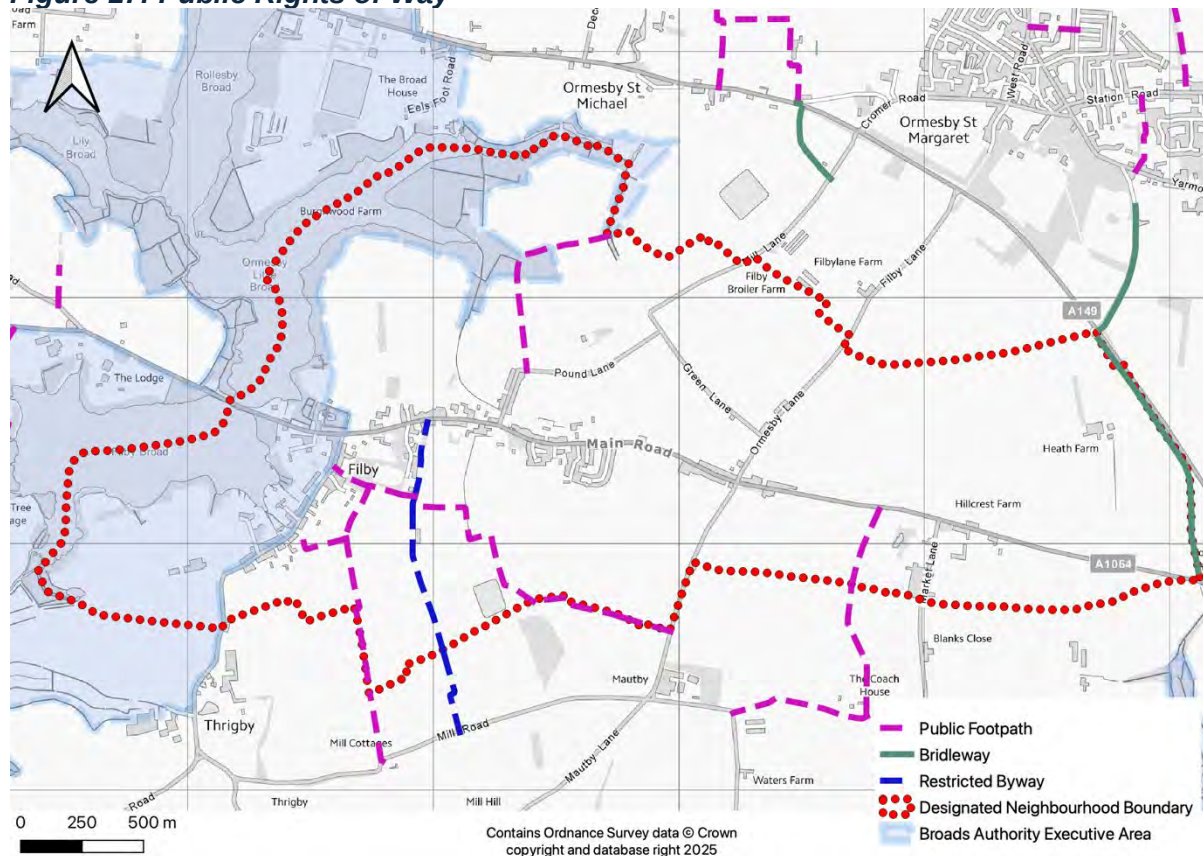
105. Support for walking as an active form of travel was a key outcome from community consultation, especially to access the wider countryside and enabling people to walk to local services and facilities, such as the school. Walking improves both physical and mental well-being and health. It also reduces the need to use the car which has environmental benefits. Within the village, walking appears to be the most popular mode of transport for local trips, but only 5% walk to work, no doubt because of the scarcity of local jobs. There is a footway along one side of the main road through the village, though part footway along Ormesby Lane, which is narrow, for residents to gain access to the village centre. Being able to cross Main Road safely to access the footway on the north side, or just to get to the primary school or playing fields for example, is a concern for many residents, especially with respect to children.
106. Filby has a number of Public Rights of Way, including bridleways, see **Figure 17**, that connect the village with surrounding countryside. Many of these run along field boundaries and there is a concentration to the south-east around the Broads. There are concerns about the condition/ maintenance of some of the footpaths and the provision of safe off-road routes for horse riders is a priority in the Rights of Way Improvement Plan. There is an aspiration to enhance access across Filby Common and provide circular riding routes for local stables. Access into the open countryside is not only good for wellbeing but, by providing alternatives, may take some recreational pressure off the Broads SSSI and SAC which are environmentally very sensitive, although improving access via footpaths to the Broads will be supported where this is appropriate.
107. Residents are particularly keen for there to be improvements to public footpaths to enable them to access the countryside for recreation and wellbeing purposes. This was a key theme to come from the consultation undertaken when reviewing the Neighbourhood Plan. Residents would like to see additional links to neighbouring villages and circular walks around Filby. There used to be a footpath, a trod, between Filby and Filby Heath, but this is no longer in existence. This section of the road is 60mph, and walking along it without a

⁷ [6 | 6A | X6 | Sanders Coaches](#)

footpath given the volume and speed of traffic can be dangerous. Reinstating this path would enable a safe walking route from Filby to Caistor.

108. In addition, there was feedback that existing footpaths could be better maintained to ensure they are accessible. A cycle lane through the village towards Fleggburgh and the sports centre located there was also suggested.

Figure 17: Public Rights of Way

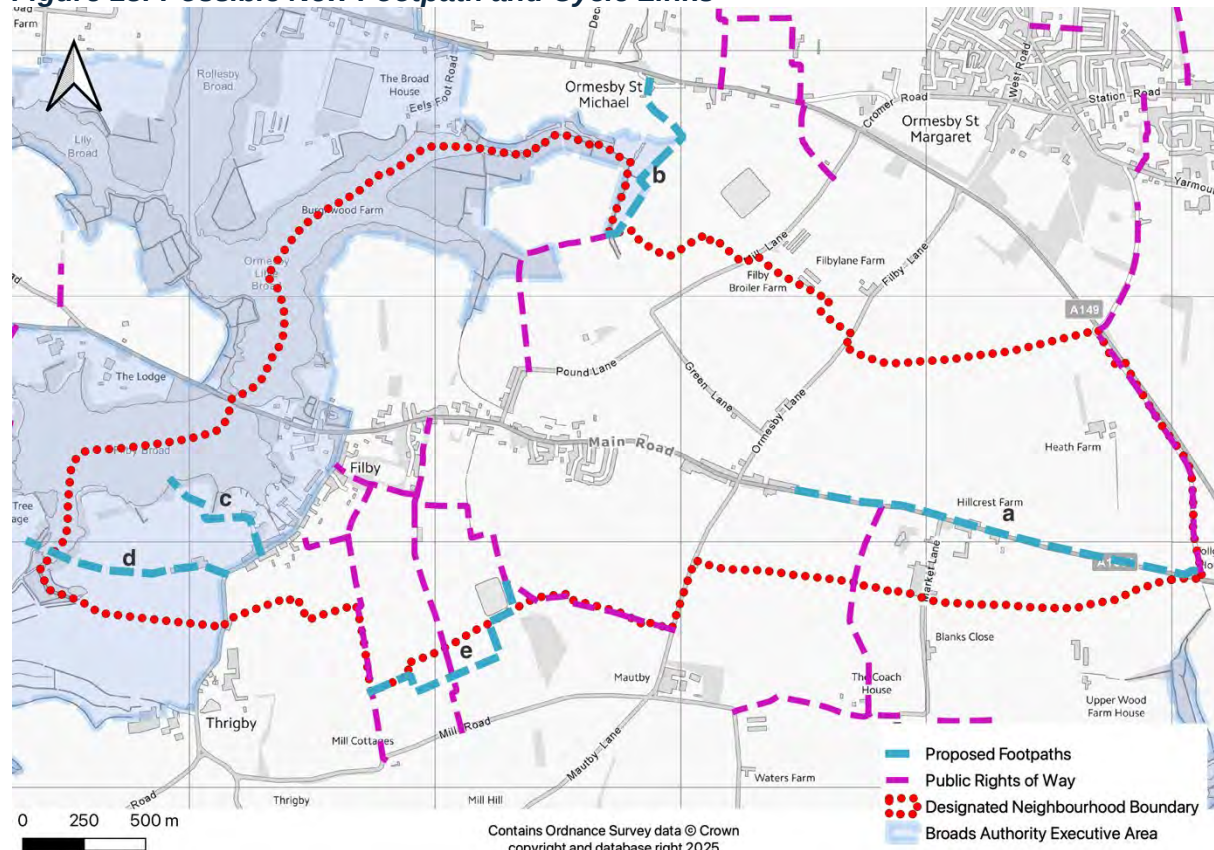


109. Below is a list of potential footpaths and cycle links which are to be explored by the Parish Council to connect with other communities and footpath networks, also shown in **Figure 18**:

- Along main road** – there used to be a trod here along the north side of the road, the proposal is to reestablish this. This would provide an opportunity to enhance biodiversity and wildlife habitat. Ideally this would be a footpath/cycleway behind the hedge and would include a planting scheme. The aspiration is to link with improved footpaths in Caister that are coming forward as part of development there.
- Connection to Ormesby St Michael** - this is mostly outside of the parish boundary, however is an important link between the two communities. This could also provide a links with one of the green corridors. This route is currently disjointed as the PROW ends abruptly.
- The common** – this could potentially provide access for residents to view the broad. The land is Poors Trustees Land and is currently managed as part of the Trinity Broads Nature Reserve as well as rented out for shooting so would need to consider occasional opening only/permissive access.

- d) **Link to Muck Fleet** - there is potential to explore to link up with the south bank of the Muck Fleet which could connect with existing footpaths in Fleggburgh.
- e) **Permissive footpath** – this is an existing permissive path well used by residents on the edge of the parish that we'd like to retain as part of the footpath network.

Figure 18: Possible New Footpath and Cycle Links



Community Aspiration 5: Walking and cycling links

The Parish Council will work with local landowners and the County Council to ensure that Public Rights of Way within Filby are well maintained for the continued enjoyment of residents and visitors. This includes provision for horse riders, enhancing access across Filby Common.

The Parish Council will work with other neighbouring parishes to secure improvements to public footpaths that provide walking access between Filby, Caister-on-Sea, Fleggburgh and Ormesby.

The Parish Council will look to reinstate the footpath between Filby and Filby Heath to create a continuous walking link from Filby to the West Caister roundabout.

The Parish Council will work with local landowners and the County Council to investigate the potential for establishing circular walking routes around the parish.

Community Aspiration 5: Walking and cycling links

A booklet of local walks will be produced, highlighting key biodiversity sites and points of interest in the landscape including the Broads.

110. Developments will be expected to take all reasonable opportunities to provide for safe and convenient access for pedestrians and public transport users. This could include providing new or enhanced facilities as well as improving the physical condition of existing facilities. As required by national and local policy, it is expected that housing and other development will contribute towards improving such local services and infrastructure through the payment of a Community Infrastructure Levy (CIL); planning obligations; or the use of planning conditions.

Policy AT1: Sustainable Transport

New developments will be expected to encourage and enhance sustainable travel choices. Development proposals must demonstrate safe walking links to local services and community facilities, especially to the primary school, playing field and bus stops. Any reasonable opportunities to make crossing Main Road safer must be exploited.

Where necessary, new developments will be expected to improve and/or extend footpaths and footways. Enhancements to existing Public Rights of Ways will need to focus on those that have the potential to take recreational walking pressure off those parts of The Broads SSSI and SAC where habitat deterioration and disturbance are a concern.

All reasonable opportunities to promote and enhance the use of public transport, such as improved waiting facilities, will need to be taken.

111. While using the car in rural areas such as Filby is often the only practical way to get around, the policy promotes the use of more sustainable modes of transport. The benefits vary from reduced air pollution, reduced CO₂ emissions contributing to climate change, better health and well-being, less congestion and less money spent on fuel. Developers can contribute by encouraging a modal shift, for example with a travel plan and by providing infrastructure.
112. To promote sustainable access, applications must, where reasonable to do so, be able to demonstrate that the site is accessible by walking and that future occupiers will be able to walk to most of the local services and facilities and to a bus stop. Contributions and improvements must be proportionately related to the development. These may include the provision of entirely new footway or footpath links, or the improvement, such as the widening, of existing ones, or the provision of crossing points on Main Road. Footway width should ideally be sufficient for two parents pushing a child's buggy to walk side by side. Footpath improvements will need to have regard to any prevailing Public Rights of Way

Improvement Plan of Norfolk County Council, as well as the Broads Integrated Access Strategy.

Traffic and Speed

113. According to the 2021 Census a large majority of working people in the parish either worked from home or travelled between 1-30km to get to work. This should be considered in light of the census being undertaken during the Covid-19 pandemic, which introduced restrictions on people's movement and encouraged many employers to allow working from home. Nevertheless, in 2011, under 10% of residents travelled less than 5km to work, which is very low compared to the 43% of people who travelled less than 5km across the Borough. This is no doubt related to the fact that the village lacks services and employment opportunities. In 2011, the car was the most popular mode for travelling to work by far with 92% of residents either driving or traveling as a passenger. In 2021, this figure dropped to 63%, however, this is because a large majority (29%) said they worked from home most likely due to covid-19 restrictions. In 2011, the percentage was higher than the national figure and that for the borough, which was around 70%, which likely reflects limited employment locally and infrequent/inconvenient public transport links.
114. Engagement with the community as part of developing the adopted Neighbourhood Plan and this review during 2024 highlighted concerns about the volume and speed of traffic through the village. The A1064 runs through the centre of the parish and is a popular commuter route to and from Great Yarmouth and Norwich. In addition, traffic is often diverted along the A1064 through the village if the A47 Acle Straight is closed, which can make it very busy. A recent survey of traffic through the village, undertaken to determine the business case for a new pedestrian crossing on Main Road, showed that on average 2m vehicles a year pass through Filby. This is set to increase due to significant housing development in nearby Caister-on-Sea, where around 1,100 new homes are planned. It is likely that people travelling from Caister-on-Sea to Norwich will do so via the A1064, rather than joining the Acle Straight (A47) at Great Yarmouth
115. As part of reviewing the Neighbourhood Plan residents were asked about road safety and to what extent they see this to be a problem within the parish. The majority of respondents to a survey (81% or 100 people) indicated that they felt road safety was a problem for pedestrians and cyclists, with 65% of people considering that safely crossing the road is a very serious or serious problem. Suggestions from the community to overcome road safety concerns included reducing the speed and volume of traffic, introducing speed cameras, traffic calming measures and additional crossing points for pedestrians.
116. The roads through the village are subject to a 30mph limit, however local monitoring as part of Community Speedwatch indicates that average speeds are nearer 40mph and sometimes considerably higher. Speeding traffic compromises pedestrian safety, raising the risk of serious injury, and many

people are simply concerned about crossing Main Road safely. Measures to slow down traffic on the A1064 has strong local backing.

117. Since the adoption of the Neighbourhood Plan work locally has resulted in agreement and funding for a new crossing point along Main Road near to the junction with Thrigby Road. This will enable children and their families to more safely cross the road to get to the primary school on Thrigby Road.

Policy AT2: Traffic and Speed
Development should not be detrimental to highway safety and will be required to mitigate its own impacts. New development will need to take reasonable opportunities to reinforce the 30mph speed limit through Filby on the A1064. This could include implementing specific schemes that help to reduce traffic speeds.

118. Specific schemes could include a village gateway scheme at each end of the village, highlighting the change of environment where a 30mph limit applies, or crossing points for pedestrians. However, the speed limit can also be reinforced through the design of new development, such as providing accesses directly onto the A1064, as per **Policy H2**.

Community Aspiration 6: Speed Reduction
The Parish Council and local Speedwatch Group will work with neighbouring parishes, the County Council and Norfolk Constabulary to investigate options to reduce the speed of traffic through Filby. This will include consideration of average speed cameras.

Community Facilities and Infrastructure

This section on **Community Facilities and Infrastructure** and the policy and community aspirations it contains aim to deliver the following neighbourhood plan objectives for Filby:

Objective J: Promote improvements to current infrastructure in Filby including broadband, drainage and transport by engaging with key stakeholders.

Objective K: Encourage and promote opportunities to improve the access to services and community facilities which will benefit all age groups in Filby.

119. Filby is well served by local facilities and amenities including a shopping parade along the main road, serving residents of both Filby and Fleggburgh. It is identified as a Secondary Village in the Great Yarmouth Local Plan Core Strategy (2015). These are settlements containing few services and facilities, with limited access to public transport and very few employment opportunities. Services within the village include but are not limited to a primary school, pre-school, church, community orchard, village hall, post office, village shop, village hall, playing fields, Filby Bridge restaurant, by the Broads, Filby Sailing Base and hairdressers.
120. Filby is a proactive community, with various events taking place at the village hall, a community speed watch initiative, and annual participation in 'Filby in Bloom'. Filby has won the village category of Britain in Bloom on a number of occasions. Filby falls into the Fleggburgh Doctors Surgery Catchment. This is approx. 2.5 miles from Filby but is likely to require a car to access as public transport is limited (see Section 7). There are known capacity issues with this doctors surgery, which is a cause of concern for some residents and could be exacerbated by growth locally.
121. Filby Primary School, part of the Evolution Academy Trust, is for children aged 5-11. It has 119 children on roll (September 2024) which is a proportionate increase from 89 children on roll in January 2019 when the last neighbourhood plan was evidenced, with the school rated Good by Ofsted in March 2023. According to the GOV website the school capacity is 105 children suggesting the school has 14 children more above their capacity currently.
122. There is a cumulative impact of development in the local area and surrounding villages that has a knock-on impact on services in Filby. For example, growth in nearby villages putting additional pressure on the local primary school and transport links.
123. In the 2024 initial community survey infrastructure was a key theme for discussion. In Q10 respondents were asked what other improvements to infrastructure they thought were needed in the parish. This was a free text question in which 61 people answered. The responses have been summarised below:

- **Local Services-** Suggestions included better broadband/phone connections to all residential properties, improved access to medical services such as the dentist and doctors, and more childcare provision.
- **Access and Transport-** Suggestions included a cycle lane throughout the village and towards Fleggburgh and the sports centre, new footpath around the parish to enable off road walking and additional paved footpaths near the school, improved maintenance of existing footpaths to ensure they're accessible, reduction in potholes, and improvements to public transport.
- **Community facilities/activities-** to suit all age groups but particularly the younger generation. Examples included a skate park, youth club or a community asset such as a café/meeting area. More sport-based activities, and improved links with NSSA (the sailing club) to provide accessibility for younger people to use this facility e.g. sailing/paddle boarding. A mobile shop for those who cannot walk to the village shop, pub, taxi service facility.
- **Drainage improvements-** Maintain and clear dykes/ditches. Improvements to the drainage and sewerage pumping station on Thrigby Road. Address issues with drainage after heavy rainfall.
- **Improve signage in the village** such as near open greenspaces (community orchard, woodland and wildflower meadow).

124. There is an aspiration from the village for increased access to the water space of Filby and Ormesby Little Broads. The Trinity Broads Partnership has to carefully weigh this up against its conservation responsibilities, and the type of activity Natural England is likely to consent. Natural England and the landowner, Essex and Suffolk Water, need to ensure that any activity will not negatively impact the legally protected features of the site. Canoes, kayaks and paddleboards pose a risk of increased disturbance and potential for introducing highly damaging invasive non-native species to the Broads.
125. Neighbourhood plans do not have the influence to specifically overcome a number of infrastructure concerns the community may have on its own due to these may sit outside the remit of land use planning, or because a neighbourhood plans purpose is to produce non-strategic policies, which offer further detail to national and local plans to suit local needs. For this reason, it is suitable at the neighbourhood level to propose community aspirations to take on board local concerns and work with numerous stakeholders to try address service capacity issues and the lack of opportunities for all ages within the community. **Community Aspirations 2-7** take on board the concerns raised in 2024 and aim to address infrastructure concerns in the community.

Community Aspiration 7: Infrastructure Provision

The Parish Council will work with the relevant stakeholders to enhance infrastructure provision as suggested by residents during consultation activities. This includes improving broadband connectivity, health care services and childcare provision.

Infrastructure priorities

126. Infrastructure is usually delivered using a combination of income sources including central government funding, local authority funding and funding from development. Whilst income received from new development is critical, the primary source of funding for infrastructure improvements comes from central government.
127. In relation to developer funding, Local Authorities can place a charge on new development (£ per sqm) in their area known, this is known as a Community Infrastructure Levy (CIL). This levy is required to help fund the infrastructure needed, such as schools, transport, housing, employment and leisure facilities, to support new homes and businesses. Most new development which creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable for the levy. However, there are some developments which can be exempt⁸.
128. The levy only applies in areas where a local authority has consulted on and approved a charging schedule which sets out its levy rates and has published the schedule on its website. Great Yarmouth are currently at examination as of February 2025 with their emerging CIL Charging Schedule. If this is approved CIL is expected to be introduced from January 2026⁹ for new development which falls within the Borough of Great Yarmouth. Development in the Broads Authority area is not subject to CIL as they have their own charging schedule.
129. Parish Councils can secure up to 15% of CIL funding secured by the Borough Council, or 25% if they have a made neighbourhood plan. It is for individual Parish Councils to agree how the funding is allocated.
130. Below in Community Aspiration 8 is a list of the ideas for CIL funding within the parish. These were put forward by the community when developing the neighbourhood plan, with respondents to a community survey given the opportunity to identify areas for spending on infrastructure. Further ideas and key priorities will be developed over the course of this neighbourhood plan's implementation.

⁸ [Community Infrastructure Levy - GOV.UK](https://www.gov.uk/guidance/community-infrastructure-levy)

⁹ [Community Infrastructure Levy Draft Charging Schedule - Community Infrastructure Levy](#)

Community Aspiration 8: Community Infrastructure Levy (CIL) Funding Ideas

The Parish Council will work with relevant stakeholders to allocate funding to improve local community infrastructure in Filby if the introduction of CIL comes forward in Great Yarmouth in January 2026. The priorities for this are detailed below:

- Improve mobile phone and Broadband coverage - invest to improve mobile phone signal and Broadband coverage and speed.
- Green infrastructure –improve and maintain access to green areas for the public and protect green infrastructure during development.
- Speed camera - address issues with speeding through the village.
- Improvements to the drainage system - upgrading the pumping system to address issues. Maintenance of existing dyke system. Suds or reedbeds to filter water.
- Improve walking/cycling access - investment in maintaining existing and adding new footpaths and cycleways. Improved network of paths.
- Filby bells restoration project - provide another meeting facility within the village. Greater use of the church for non-religious / broader use.
- Improve external infrastructure that supports residents of Filby including public transport

131. Neighbourhood plans can support the protection of existing community facilities which are valued in the community and the NPPF (December 2024) Paragraph 98 supports this as well as the delivery of new facilities to maintain the vitality or rural communities.

132. Policy CS15 of the Great Yarmouth Core Strategy (2015) seeks to enhance community facilities and provides a level of protection. It sets out that proposals for change of use would need to demonstrate that appropriate alternative provision of equivalent/better facilities is made or there is no longer a need for the facility in the area. Further criteria for this are described in Policy C1, with the supporting text describing that 12 months of marketing evidence would be required to demonstrate current facilities are no longer viable or feasible. The Broads Local Plan (2019) Policy SP16 also supports the retention of existing community facilities and services and will support new ones where there is a proven need identified and fully justified. **Policy CFI1** focuses on protecting specific existing community facilities within Filby and supporting further community facilities coming forward.

Policy CFI1: Community Facilities

Local Plan policies for the protection of community facilities should be applied to protect those within Filby. These include, but are not limited to:

- Filby Primary School
- Little Blossoms nursery/pre-school

Policy CFI1: Community Facilities

- All Saints Church
- Filby allotments, community orchard, Trinity Woods and meadow
- Filby Village Hall / Club Room
- Filby Post Office and shop
- Playing fields
- Bowling Green
- Filby Bridge restaurant
- Filby Sailing Base / Norfolk Schools Sailing Association (NSSA)
- The Hairdressers
- King's Head Pub

Proposals which assist with the delivery of new or enhanced facilities to the benefit of the community will be supported where they conform with the National Planning Policy Framework and relevant Local Plans.