Hoveton Neighbourhood Plan Evidence Base

St John's Hoveton (2017)
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Regulation 14 Version March 2026

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Key Issues

Population Characteristics	
Summary: • Analysis of 2011 and 2021 Census data indicates that the population of Hoveton has increased over the last ten years by almost 20%. • Hoveton has an older than average population when compared to the rest of the county with a higher proportion of people over the age of 60 and a lower than average proportion of residents aged 54 and under. • The age profile of the parish has remained somewhat static over the ten years between the 2011 and 2021 Censuses, although there has been a small increase in the proportion of the population aged 0-24 and a small decrease in the proportion of the population aged 25-64 and 75+.	Issues: • Housing should cater for all age groups and life stages: renters, first time buyers, families, downsizers, and older people. • The housing needs of older people should be considered which could include smaller sized homes to allow for downsizing, single level housing, and specialist housing such as supported living accommodation/housing with care.
Housing	
Summary: • There are a mix of household sizes in Hoveton, and the majority are made up of one or two people. • The average sold price for a property in Hoveton in the last 12 months is £317,370. • Housing growth is planned for Hoveton on land east of Tunstead Road through the delivery of 120+ homes and accommodation for elderly people.	Issues: • Whilst there is a mix of household sizes, three quarters of households (76%) have one or two people. This should be considered when planning for future housing needs as there may be a need for smaller, more affordable housing in the parish to allow for smaller households, downsizers and first-time buyers to buy in the parish. • Housing growth is planned for Hoveton on land east of Tunstead Road. The parish council have expressed their concerns as to the suitability of these plans and the site as part of the Local Plan examination process. The examiner has indicated that full public consultation will be required before plans progress on this site. • The Neighbourhood Plan provides an opportunity to influence the future

	decisions for planning and development in Hoveton.
Economy and Tourism	
Summary: • Tourism is an important part of Hoveton's economy. • Hoveton is an important centre for Broads-based tourism - it is positioned as the main gateway to both the Broads and the coast as well as close to tourist attractions like BeWILDerwood. • Tourism in Hoveton is largely seasonal. • The Broads Authority Local Plan has 5 policies that cover Hoveton specifically. • Traffic surveys carried out in 2019/20 show Hoveton is mainly used for through-journeys for people travelling south on the A1151 to Norwich especially in peak hours. There is traffic congestion during peak hours and heavy use of the pedestrian crossing on the A1151.	Issues: • Hoveton's unique position at the gateway to the Broads and coast, close proximity to tourist attractions, and position on a key road route to/from Norwich supports its role as an economic centre for tourism. It also means there is heavy traffic and footfall at key pinch points on the A1151 during peak times and seasons. • Future development in Hoveton needs to fit the policies of all the relevant authorities whose areas of responsibility intersect the parish, including the Broads Authority.
Availability of local services, employment, and accessibility	
Summary: • There are local services in the parish including shops, schools, health services, public transport, community spaces and a post office. • Residents need to travel to access some services such as hospitals and in-person banking.	Issues: • Additional new housing could support the ongoing viability of existing local services or creation of new ones.
Transport and Connectivity	
Summary: • Most households have access to a private car/van, with the proportion of people not having one very low. • The majority of people in Hoveton who work travel to do so, and most travel in a car. The majority travel between 10km - 30km to work. • Public transport availability to/from Norwich is good. Buses and trains run frequently enough to support travel for work or school/college if required. • Buses provide public transport to the NNUH hospital.	Issues: • Walking and cycling access around the parish could be improved and Norfolk County Council have identified some priority routes in the parish in the Local Cycling and Walking Infrastructure Plan although it is not clear when these improvements will be made.

• There is some access into the countryside for recreational purposes with public footpaths offering access in parts of the parish and there are long distance trails that pass through the area. • There are no national cycle routes in the neighbourhood area. • Cycling UK's long distance Norfolk route, The Rebellion Way passes through the area.	
Flood Risk	
Summary: • Some parts of the parish are at risk of surface water flooding although overall the risk is deemed low by the Environment Agency. • The overall risk of flooding from rivers in the Neighbourhood Plan area is deemed by the Environment Agency to be low, although some areas close to the river are at risk. • There have been no flood investigations by the LLFA in Hoveton. • There is no consistent local information available about groundwater flooding risk in the local area.	Issues: • Whilst the Environment Agency judge that overall there is a low risk of flooding from surface water in the parish, there are areas at high or medium risk including parts of Waveney Drive, Station Road, and Three Acre Close as well as many places close to the river area • Any new development should not worsen the risk of flooding, particularly in the parts of the parish already at risk of flooding, and those areas that have already suffered flooding incidents.
Natural Environment	
Summary: • There are Natural England statutory designated sites in the Hoveton neighbourhood plan area - the Broadland Ramsar, Bure Broads and Marshes Site of Special Scientific Interest (SSSI), The Broads Special Area of Conservation (SAC) and Broadland Special Protection Area (SPA) • There are County Wildlife Sites within and close to the Neighbourhood Plan area. • There are areas of priority habitat in the parish and habitat networks.	Issues: • The areas given special designation by Natural England (Ramsar, SSSI, SAC and SPA) contain nationally significant wildlife habitats and plant life. Natural England advises on the management of areas with statutory designations and their consent is required for operations within these areas. • The County Wildlife Sites are local sites and do not have the same level of protection against development that statutory designated areas have. That said, wildlife from these sites is present within the neighbourhood area, making it important to keep the conservation objectives in mind for areas close to wildlife sites.

	• There are areas of priority habitat in the parish; there is potential for these to be affected by development and they do not have the same level of protection as designated sites.
Dark Skies	
Summary: • Light pollution is currently an issue in the parish.	Issues: • Light pollution is an issue within the parish and should be considered within the design of future development. • Development which can help to limit light pollution rather than add to the issue in the parish would be beneficial.
Landscape Character	
Summary: • Most of the neighbourhood area falls within the two landscape characteristic types of low plains farmland and river valleys identified by North Norfolk District Council. The neighbourhood area also falls within the landscape character type of settled broads identified by the Broads Authority. • Both authorities provide details about these landscape characteristics in their Landscape Character Assessments as well as some guidance for management and development and forces for change.	Issues: • Future development should preserve the unique character of the local landscape including the rural character, village nature, and skyline with prominence to trees and church towers. • Public rights of way should be enhanced by linking existing routes and increasing public access. • Development should utilise landscaping to limit visual impact, limit impact on dark skies and avoid urbanising features. • The impact of climate change should be considered including the effect on water levels.
Historic Environment	
Summary: • There are 16 listed buildings in the Hoveton neighbourhood plan area reflecting the rich history of the parish.	Issues: • Listed historic assets including listed buildings are protected through existing legislation, however there may be other assets of heritage value that could be identified and protected as part of the neighbourhood plan.

Introduction

This evidence base is a live document in the sense that it will be updated as new evidence emerges during the development of the Neighbourhood Plan. It primarily draws on data and information that is available on the internet, such as government or local government data or information. The evidence base utilises both quantitative and qualitative data to build a rich picture of the local area. Most of the data is quantitative and is therefore in the form of data and statistics, such as the number of residents or the number of three bedroomed homes. Some of the evidence is qualitative, such as a description of the services and facilities that exist in the parish.

The purpose of the evidence base is to identify planning issues and provide the justification for the planning policies that will make up the neighbourhood plan. Some evidence is very clearly useful for developing policies. For example, if there is a lack of smaller dwellings (2 or 3 bedroomed) then the neighbourhood plan can have a policy that requires more smaller dwellings. The document doesn't include all available information. The aim is to include only data and information that will be utilised for the neighbourhood plan. For example, there is data on CO2 emissions from buildings, but planning can have little bearing on this because it falls under the Building Regulations regime, which deals with the environmental performance of new buildings such as the level of insulation or the use of solar panels. Whilst the neighbourhood plan should be made up of planning policies, these policies should not repeat what is already set out in national planning policies or policies in the local plan, though it can sometimes have a distinctive local version. There are some policy areas that are generally already covered by these national or local plan policies. For example, the protection given to landscape protection areas (Areas of Outstanding Natural Beauty, National Parks etc). Although a neighbourhood plan has little role to play in the protection of national landscape designations, it is still worth including such evidence as it is useful context that helps people to gain a greater understanding of their area.

There is a glossary provided at the end of the document to help to explain any technical terms used in the evidence base. Where there are definitions used by government or other regulatory bodies that are relevant to planning, we have included them in the glossary. For example, how flood risk zones are defined and categorised or the Government's definition of affordable housing.

Hoveton parish in context

Hoveton is located approximately eight miles north-east of Norwich, just east of its neighbour Wroxham. Hoveton and Wroxham straddle the River Bure and together form the main gateway to the Norfolk Broads National Park. Hoveton is a large village in North Norfolk District. North Norfolk District Council describe how Hoveton's size and services, particularly when taken with Wroxham (which sits in Broadland District), means that it acts as a local retail and service centre for the surrounding villages[1]. Parts of Hoveton's centre span Local Authority boundaries and fall under the Broads Authority Administrative Area.

[1] North Norfolk local plan 2016-36 proposed submission - accessed 01/08/2024

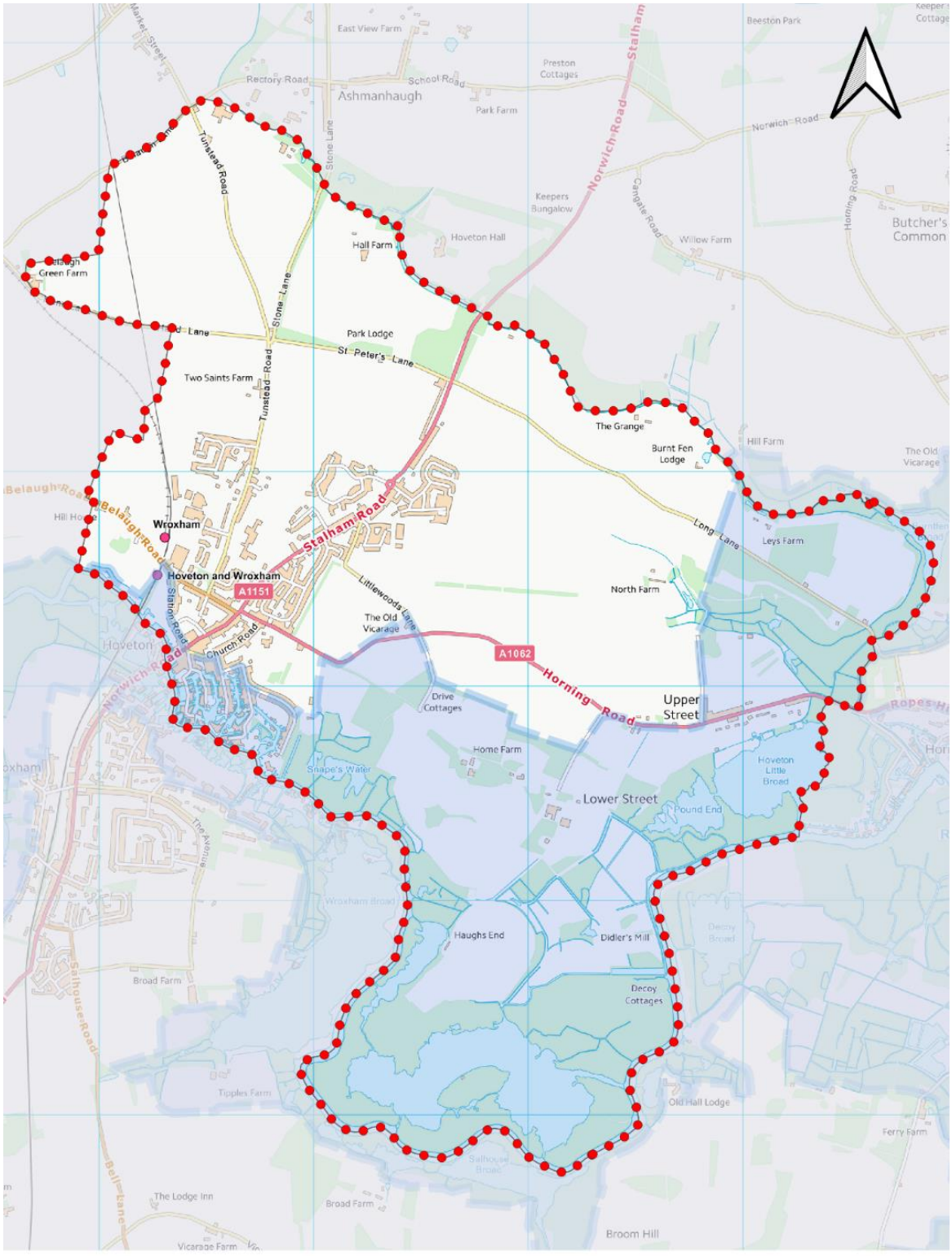
There is evidence of human activity in Hoveton dating back to Neolithic times and the parish shows a rich history from medieval times onwards. It has evolved over time from a small agricultural community to a thriving centre of Broads tourism. The village features a mix historic buildings and more modern developments, reflecting its growth and development over the centuries. The local economy is heavily influenced by tourism, with many seasonal visitors coming to explore the Broads and enjoy outdoor activities. The village offers essential amenities, including public transport, shops, pubs and restaurants which cater both to visitors and residents. Hoveton is accessible by road, rail, bus and boat and has a train station providing connections to Norwich and beyond. Hoveton is around 10 miles away from Norwich International Airport.

The Norfolk Heritage Explorer describes Hoveton's long history, being well established by the time of the Norman Conquest[2]. Its population, land ownership and resources are detailed in the Domesday Book of 1086. The parish has several important heritage assets which are detailed later in this document.

The designated Neighbourhood Plan area is shown below in Figure 1.

[2] Norfolk Heritage Explorer - Hoveton Parish Summary - accessed 01/08/2024

Figure 1: Designated Neighbourhood Plan area including Broads Authority area

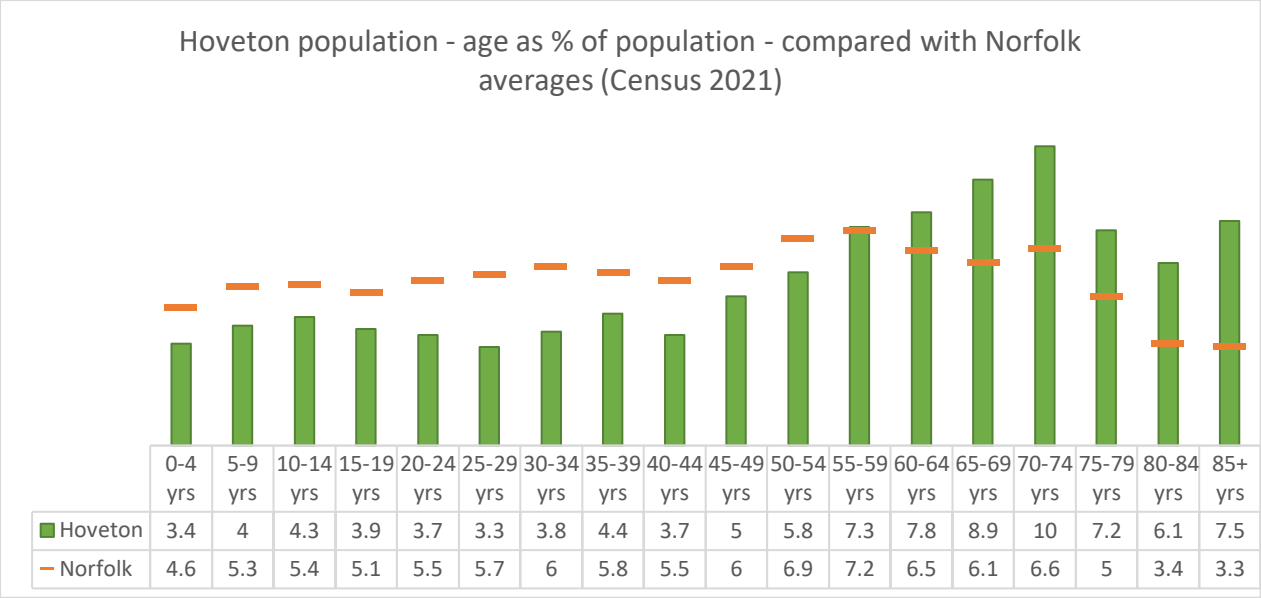


Population Characteristics,

According to the 2021 Census, the total resident population of Hoveton is 2,100[3] which is an increase of almost 20% (341) since the 2011 Census when the population was 1,759[4]. The parish is small in comparison to the 916,1000 people residing in Norfolk and 56,490,000 in England. Census data also shows the population is fairly evenly balanced between male and female residents with males making up 48% of the local population and females 52%[5]. There was a small change from 2011 when the proportions were 47%/53%[6].

Census data shows that Hoveton has an older age profile when compared to the rest of Norfolk with above an average proportion of the population over the age of 60, and below average proportion aged 54 and under. The ageing population means the needs of older people should be considered which could include making available smaller sized homes to allow for downsizing, single level housing, and specialist housing such as supported living accommodation/housing with care.

Figure 2 Hoveton population age profile vs Norfolk - Census 2021

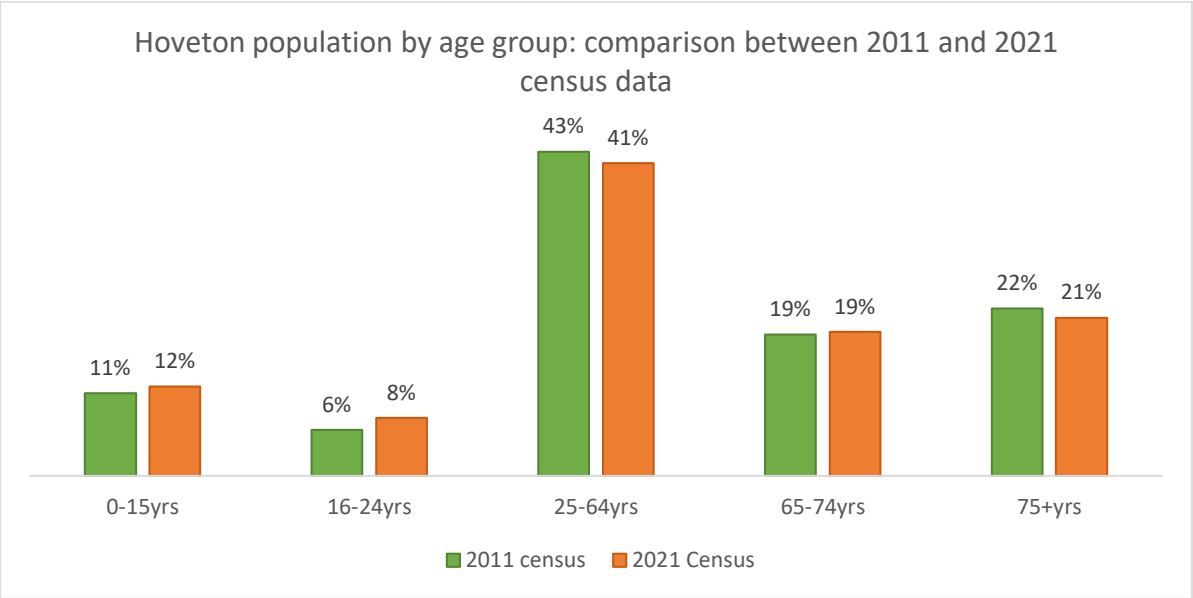


	0-4 yrs	5-9 yrs	10-14 yrs	15-19 yrs	20-24 yrs	25-29 yrs	30-34 yrs	35-39 yrs	40-44 yrs	45-49 yrs	50-54 yrs	55-59 yrs	60-64 yrs	65-69 yrs	70-74 yrs	75-79 yrs	80-84 yrs	85+ yrs
Hoveton	3.4	4	4.3	3.9	3.7	3.3	3.8	4.4	3.7	5	5.8	7.3	7.8	8.9	10	7.2	6.1	7.5
Norfolk	4.6	5.3	5.4	5.1	5.5	5.7	6	5.8	5.5	6	6.9	7.2	6.5	6.1	6.6	5	3.4	3.3

Over the ten years between the 2011 and 2021 Census, there have been some small changes in Hoveton's age profile which can be seen in the chart below. There has been some growth in the 0-24 age group and slight drops in 25-64 and 75+ groups. Reflecting all the population age groups, housing should cater for all age groups and life stages: renters, first time buyers, families, downsizers, and older people.

[3] Census 2021. Population. Source: Build a custom area profile - Census 2021, ONS
[4] Census 2011. Nomis Local Area Report for Hoveton. Source: Local Area Report for areas in England and Wales - Nomis (nomisweb.co.uk)
[5] Census 2021. Population. Source: Build a custom area profile - Census 2021, ONS
[6] Census 2011. Nomis Local Area Report for Hoveton. Source: Local Area Report for areas in England and Wales - Nomis (nomisweb.co.uk)

Figure 3 Hoveton population age profile 2011 vs. 2021 - Census data



Summary:

- **Analysis of 2011 and 2021 Census data indicates that the population of Hoveton has increased over the last ten years by almost 20%.**
- **Hoveton has an older than average population when compared to the rest of the county with a higher proportion of people over the age of 60 and a lower than average proportion of residents aged 54 and under.**
- **The age profile of the parish has remained somewhat static over the ten years between the 2011 and 2021 Censuses, although there has been a small increase in the proportion of the population aged 0-24 and a small decrease in the proportion of the population aged 25-64 and 75+.**

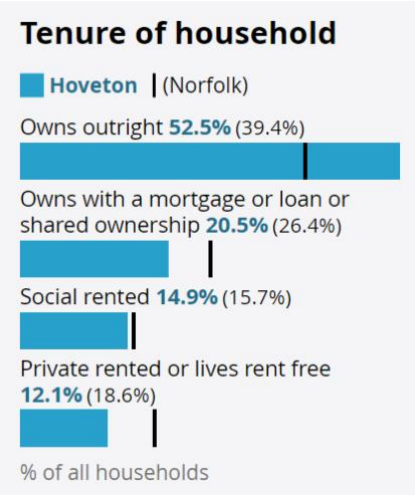
Issues:

- **Housing should cater for all age groups and life stages: renters, first time buyers, families, downsizers, and older people.**
- **The housing needs of older people should be considered which could include smaller sized homes to allow for downsizing, single level housing, and specialist housing such as supported living accommodation/housing with care.**

Housing

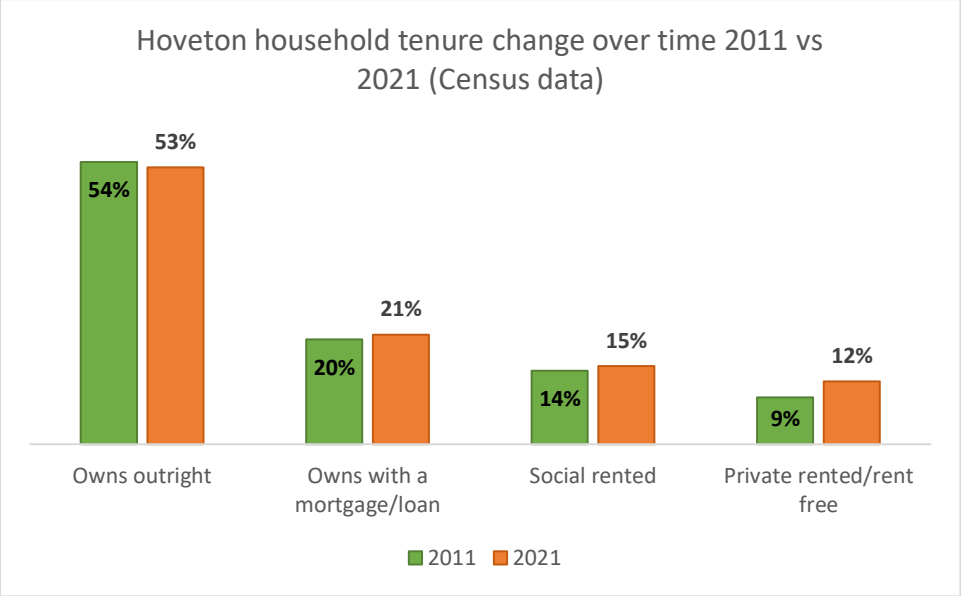
According to Census 2021 data there are 1,000 households in the parish, an increase of 125 households since 2011. Compared to the rest of Norfolk, Hoveton has a high proportion of homes owned outright (53% compared to 40%) but lower than average proportion of homes owned with a mortgage (21% compared to 26%), or privately rented (12% compared to 19%). Around 15% of people in Hoveton live in socially rented housing which is close to the average for Norfolk (16%).

Figure 4: Hoveton household tenure vs Norfolk - Census 2021



There have been changes in the picture since 2011 when there were 875 households - 125 fewer than in 2021. The main change in that time seems to be a growth in the proportion of homes that are privately rented which have increased by a third in the last ten years from 9% in 2011 to 12% in 2021. There has been little change in the other types of tenure over the same period.

Figure 5: Hoveton household tenure 2011 vs 2021 - Census data



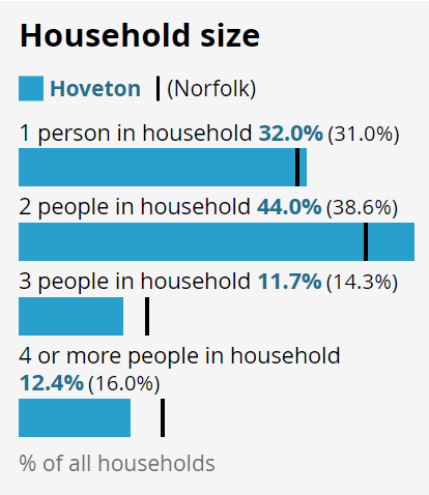
In 2021 the Census data shows that most of the dwellings in Hoveton are houses/bungalows (92%) with flats/maisonettes/apartments making up 8%. The percentage of houses/bungalows in the parish is higher than the Norfolk (86%) and England average (77%) and the percentage of flats/maisonettes/apartments is lower than both the Norfolk (13%) and England averages (22%).[7]

Regarding household size, the Census 2021 shows that 65% of households in Hoveton are made up of 2 or more people, considered as a single family household. These are

[7] Census 2021. Housing. Source: Build a Custom Area Profile – Census 2021, ONS

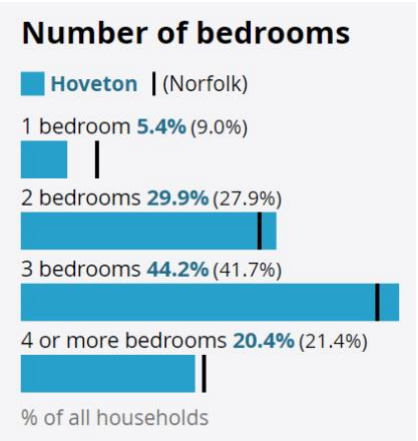
households made up of couples, single parents, family members living together or couples with children (dependent or non-dependent). The most common household size is 2 people in a household (44%), followed 4 or more people in a household (12%). In Hoveton 32% of households are one person households which is close to the Norfolk average (31%). This shows that in the parish whilst there is a mix of household sizes, around three-quarters (76%) of households have 1 or 2 people. This should be considered when planning for future housing needs.

Figure 6: Household size Hoveton vs Norfolk Census 2021



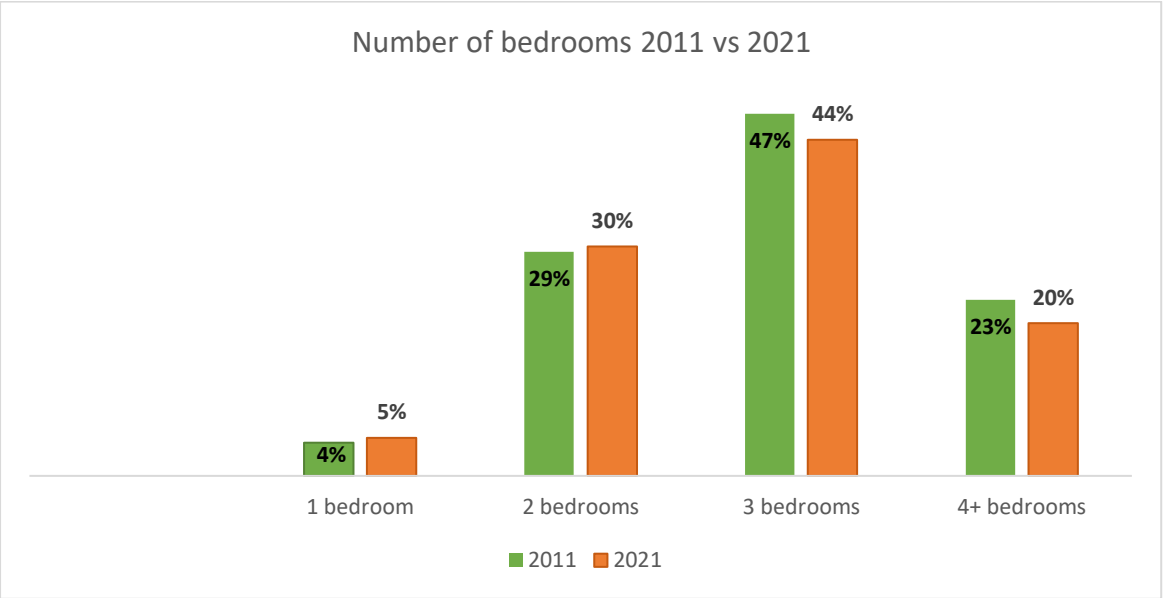
The 2021 census shows that the majority of homes in Hoveton have 3 bedrooms (44%) which aligns with the average for Norfolk (42%).

Figure 7: Number of bedrooms Hoveton vs Norfolk Census 2021



Comparing census data from 2011 and 2021 shows that there has been no change during the ten years to 2021 in the number of bedrooms in houses in Hoveton.

Figure 8: Hoveton number of bedrooms 2011 vs 2021 Census data



30 properties were bought or sold in Hoveton in the year January 2024 to January 2025 according to UK Land Registry data[8] including 20 detached, 3 semi-detached, 2 terraced, and 4 flats (1 "other"). Of the 30 properties, none were new builds.

Figure 10: House sold prices in Hoveton: 12 months Jan 2024-Jan 2025. HM Land Registry data

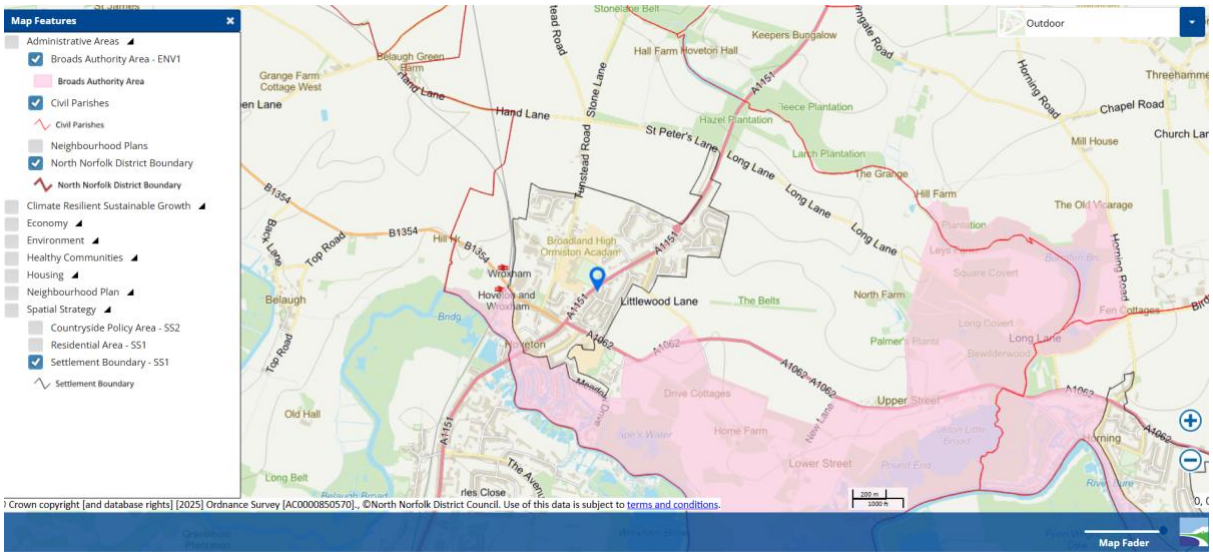
Price band	Number of properties sold
£800k - £899k	2
£700k - £799k	1
£600k – £699k	0
£500k - £599k	2
£400k - £499k	7
£300k - £399k	8
£200k - £299k	6
£100k - £199k	4

The average sold price for a property in Hoveton in the 12 months to January 2025 is £380,466. The average selling price in that time naturally varies according to the type of property sold, with detached houses (£459,875) averaging a higher selling price on average than semi-detached (£290,666), terraced (£255,000) and flats (£149,875)[9].

The development boundary for Hoveton is shown on the map below:

[8] HM Land Registry open data: all transactions. Source: HM Land Registry
[9] HM Land Registry open data: all transactions. Source: HM Land Registry

Figure 9 Development boundary Hoveton - North Norfolk District Council[10]



The draft North Norfolk District Council Local Plan (which is currently undergoing examination) designates Hoveton as a "small growth town" with the explanation for this given as follows: "Although Hoveton is a village, rather than a town, its size, particularly taken with Wroxham (in Broadland District), means that it acts as a local retail and service centre."

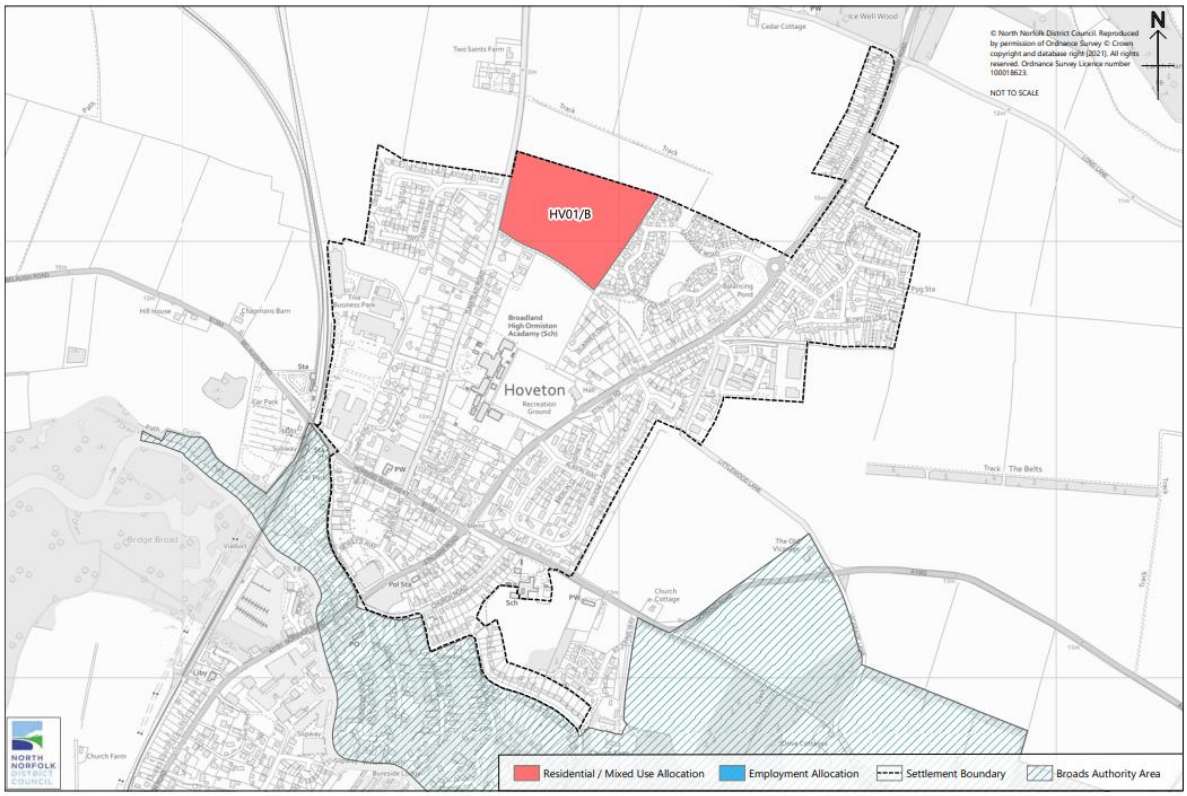
Settlement Hierarchy	Settlement / Location	Dwellings with Planning Permission (at 31/03/21)	Dwelling Completions (01/04/2016 - 31/03/2021)	Dwellings provided on Allocated Sites inclusive of specialist elderly accommodation	Elderly Persons Accommodation on allocated sites as required in Policy HOU2 at ratio of 1.5:1	Total
Large Growth Towns (51.3%)	North Walsham	39	449	2,150	373	3,011
	Fakenham	1,016	335	750	67	2,168
	Cromer	194	151	572	107	1,024
Small Growth Towns (16.2%)	Holt	194	327	207	40	768
	Hoveton	56	5	120	40	221
	Sheringham	191	141	133		465
	Stalham	54	101	150		305
	Wells-next-the-Sea	37	89	70		196

The draft Local Plan allocates a site in Hoveton for development (HV01/B - Land East of Tunstead Road). This is a 6.4 hectare site allocated for the development of approximately 120 dwellings, accommodation for older people and open space plus infrastructure. Hoveton Parish Council have, as part of the Local Plan examination process, made submissions of concerns including about the suitability of the HV01/B site allocation. The

[10] Reference A2: Policies Map (Web Link) Source: Home | 2: Core submission documents

inspector's initial findings in his post examinations hearing letter (July 25 2024)[11] include a section about HV01/B: "In the case of Site HV01/B (Land East of Tunstead Road), the Council are proposing that the allocation as submitted should be extended to the north with the site capacity increased from 120 to 150 dwellings plus elderly accommodation. Although there was some discussion about the larger site at the hearings, the extension proposal has not been subject to full public consultation, and this should be carried out as part of the process outlined in paragraph 58 below." Therefore full public consultation should be expected.

Figure 10: NNDC site allocation in Hoveton (HV01/B)

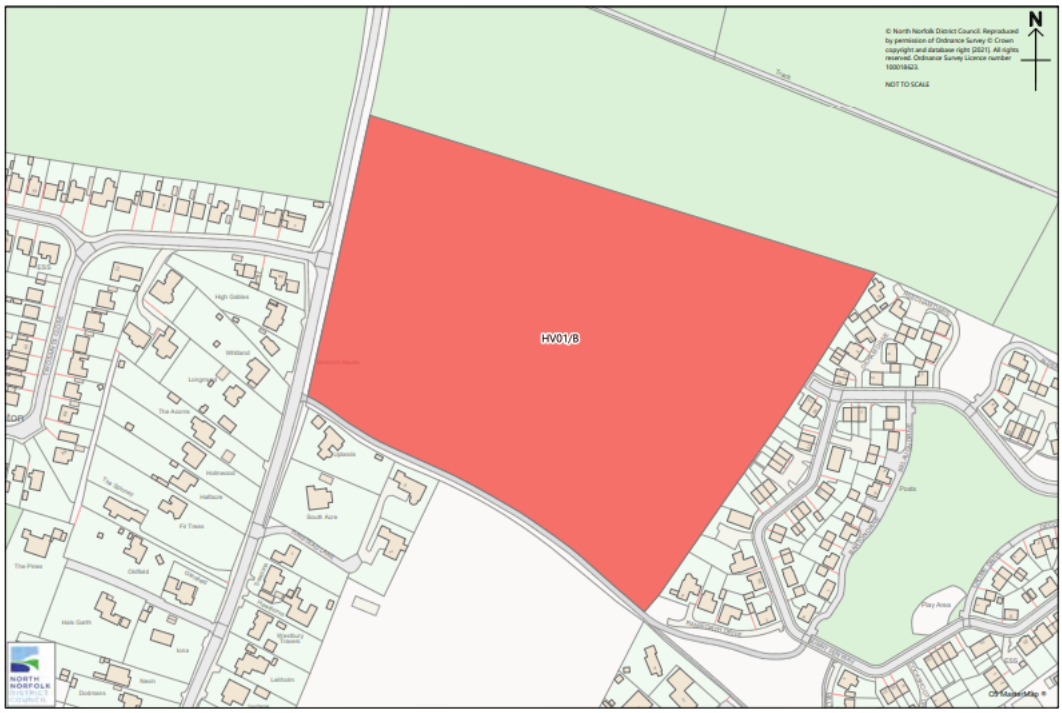


Map 4 Allocations in Hoveton

[11] Local Plan examination latest news - post examination hearing letter July 2024

13.1 Residential: Land East of Tunstead Road (HV01/B)

The following site is allocated for approximately 120 dwellings, elderly persons accommodation, open space and associated on-site and off-site infrastructure:



Land East of Tunstead Road (HV01/B)

The site is described in the Local Plan as being located on greenfield land on the northern edge of Hoveton, east of Tunstead Road, primarily used for agriculture and featuring mature hedgerows. It describes how the area has seen significant changes in recent years due to the nearby 'Brook Park' development by Persimmon Homes. The Local Plan describes the site as well-connected to existing residential areas and key services, including a rail station and schools, all within walking distance. It is also accessible via surfaced cycle and pedestrian paths, with bus services on Tunstead and Stalham Roads. Retaining the hedgerow along Tunstead Road and adding a landscaping buffer are recommended to soften impact of the development.

The Local Plan states that development will need to:

1. Implement a water catchment strategy and a foul water drainage strategy that aligns with the overall catchment strategy, including mitigation measures for new development flows discharging foul water while the existing foul water network is surcharged due to rainfall.
2. Provide access off Tunstead Road with a connection to Stalham Road.
3. Accommodate an existing public footpath, cycle path and water main that cross the site.

The Local Plan outlines specific requirements for development of the site:

Land East of Tunstead Road

Land amounting to 6.4 hectares, as defined on the Policies Map, is allocated for development of approximately 120 dwellings, elderly persons accommodation, open space and associated on-site and off-site infrastructure.

Planning permission will be granted subject to compliance with the relevant policies within this Plan and the following site specific requirements:

1. Delivery of a carefully designed residential development that will integrate into the surrounding character;
2. Provision of highway access on Tunstead Road to provide a through connection for all vehicles to the new Stalham Road roundabout;
3. Provision of pedestrian and cycle connections through the development which encourage walking and cycling into Hoveton and neighbouring areas, including green access corridors to the open space and to the existing cycle path which runs through the south west of the site;
4. Provision of a landscaping buffer to the north of the site to soften the boundary between the development and the agricultural land to the north;
5. Delivery of not less than 1.07 hectares of multi-functional open space together with measures for its on- going maintenance;
6. Retention of existing trees and hedgerows around the site;
7. Provision of developer contributions to the measures identified in the Wroxham and Hoveton Network Improvement Strategy Action Plan to help address existing transport constraints and improvements to facilitate the growth needed;
8. Provision of a site-specific Water Catchment and Foul Water Drainage Strategy prior to the commencement of development and be aligned with a wider catchment strategy produced by Anglian Water and ensure there is no adverse impact on the integrity of the Broads SAC/SPA;
9. Enhancement to sewerage infrastructure should be undertaken prior to the first occupation of any dwelling to prevent detriment to the environment and comply with Water Framework Directive obligations;
10. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS); and,
11. Delivery of comprehensive development in accordance with agreed phasing which ensures delivery of all aspects of the allocated uses including not less than 60 units of elderly persons accommodation.

The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority.

In the soon to be newly adopted North Norfolk Local Plan there are two allocations within Hoveton. This includes HV01/C – Land East of Tunstead Road and HV06/A- Land at Stalham Road.

- HV01/C is to provide approximately 150 dwellings, 60 units/40 dwellings equivalent of elderly care accommodation open space and supporting infrastructure.
- HOV06/A is to provide approximately 50 dwellings, open space and supporting infrastructure.

In the Broads Local Plan

Summary:

- **There are a mix of household sizes in Hoveton, and the majority are made up of one or two people.**
- **The average sold price for a property in Hoveton in the last 12 months is £317,370.**
- **Housing growth is planned for Hoveton on land east of Tunstead Road through the delivery of 120+ homes and accommodation for elderly people.**

Issues:

- **Whilst there is a mix of household sizes, three quarters of households (76%) have one or two people. This should be considered when planning for future housing needs as there may be a need for smaller, more affordable housing in the parish to allow for smaller households, downsizers and first-time buyers to buy in the parish.**
- **Housing growth is planned for Hoveton on land east of Tunstead Road. The parish council have expressed their concerns as to the suitability of these plans and the site as part of the Local Plan examination process. The examiner has indicated that full public consultation will be required before plans progress on this site.**
- **The Neighbourhood Plan provides an opportunity to influence the future decisions for planning and development in Hoveton.**

Economy and Tourism

According to the Broads Authority, the Broads attracts over 7 million visitors a year and brings more than £400million to the local economy annually[12]. Tourism is a key part of the Hoveton economy and Hoveton therefore plays a key role in Norfolk's economy. The draft Local Plan notes that Hoveton is an important centre for Broads-based tourism, is partly dependent on the seasonal influx of tourists, and has a locally distinctive small shop character along with places like Holt, Stalham and Wells. The draft Local Plan also cautions that "disproportionately large-scale development in these smaller towns may have an adverse impact on their character and thus diminish their attractiveness as tourist destinations". Parts of Hoveton are within the Broads Authority area and close neighbour Wroxham is in Broadland District, the draft Local Plan notes that proposals for retail and town centre use should be considered in the context of the entire town centre and policies of the relevant Broads Authority Development Plan.

The Broads Authority Local Plan (currently undergoing review) contains several policies that cover the Hoveton Neighbourhood Plan area[13]. These are summarised below:

Policy	Name	Summary
POHOV1	Green infrastructure	Identified green spaces will be maintained and improved to benefit the look of the village, provide enjoyment for visitors and residents, help with flood control and support nature and conservation.
POHOV2	Station Road car park	Continue to use for car parking. Appropriate provision of disabled parking is expected Improvements to the environment, biodiversity and landscaping are needed. Plans should include well-placed, well-designed cycle parking and electric vehicle charging points that meet local demand.

[12] Planning policies - sustainable tourism - Broads Authority. Accessed 01/08/2024
[13] Local Plan for the Broads, review Hoveton and Wroxham

		Lighting must comply with policy PODM27, and surface water management must follow policy PODM8.
POHOV3	Brownfield land off Station Road, Hoveton	The site is allocated for mixed use appropriate to the site's village centre location - next to the river and a public house. The Authority would welcome a comprehensive scheme that covers the entire site to deliver a mixed-use scheme that takes advantage of this waterside location within the centre of the village and offers environmental and visual improvements
POHOV4	BeWILDerwood Adventure Park	Retention of the park as outdoor adventure and education facility supported. Minor changes or new additions to improve how the park works and to support outdoor activities and education will be allowed if certain conditions are met.
POHOV5	Hoveton Town Centre and adjacent areas	Improvements to river frontage and access to river supported if appropriate. Residential uses will be supported only where they do not displace a retail, tourism or business frontage. Developments need to: 1. avoid worsening traffic and air quality issues especially near the bridge 2. improve the area's appearance with appropriate scale, design, and advertising. 3. follow local plans on issues like the environment, flood risk, water use, cycle parking, EV charging, shade, safety, and biodiversity. 4. the Authority might also set conditions to control changes in the use of the property.

Norfolk County Council's market town network improvement strategy for Wroxham and Hoveton (2020)[14] identifies a balance between retail and leisure businesses in the parishes reflective of the area being a tourist attraction. The report also says that evidence of seasonal variation in traffic flow in the summer months supports the view that the area is congested in the holiday months due to tourism. Hoveton's position as the main gateway to both the Broads and coast is noted along with its proximity to tourist attractions including BeWILDerwood and Wroxham Barns. The report describes Hoveton as the economic centre for both Hoveton and Wroxham, since it contains the large retail stores (Roys), small shops/food and drink retailers, and high pedestrian footfall.

The report includes results from traffic surveys undertaken to provide evidence for the Wroxham and Hoveton Network Improvement Strategy. The surveys included:

[14] Wroxham and Hoveton Network Improvement Strategy (2020) Norfolk County Council. Accessed 01/08/2024

1. Automatic number plate recognition (ANPR) survey to gain full understanding of traffic in the towns, including the volume of Heavy Goods Vehicles (HGVs)
2. Automatic traffic counts (ATC) to monitor traffic flow
3. Junction turning counts (JTC) to show turning movements and junction capacity
4. Manual Classified Count (MCC) surveys to review road, cycling and walking patterns
5. Observations to gather a full picture of traffic patterns through the town centre

The summary findings from the traffic surveys are:

1. Through traffic is a significant proportion of the journeys.
2. The highest quantities of traffic pass through Norwich Road / Stalham Road (A1151) with the majority travelling South towards Norwich.
3. There is scope to encourage a greater use of sustainable transport.
4. The A1151 Norwich Road / B1140 Salhouse Road mini-roundabout operates close to capacity with high delays in AM peak hour.
5. The A1151 Norwich Road / Church Road / Station Road / A1151 Stalham Road junction is affected by high demand from the adjacent signal-controlled pedestrian crossing which creates queues.
6. The A1151 Stalham Road / A1062 Horning Road / B1354 Horning Road West double mini-roundabout junction is close to capacity in both AM and PM peak hours and experiences congestion on all arms.

It should be noted that the traffic surveys were carried out prior to the Covid19 pandemic of 2020 which changed traffic patterns in both the short and long term where traffic relates to commuting due to increased working from home.

The strategy was adopted by Norfolk County Council in April 2020 and it contains an action plan with proposed short, medium and long term measures to support action on walking/cycling, congestion and junction capacity.

Summary:

- **Tourism is an important part of Hoveton's economy.**
- **Hoveton is an important centre for Broads-based tourism - it is positioned as the main gateway to both the Broads and the coast as well as close to tourist attractions like BeWILDerwood.**
- **Tourism in Hoveton is largely seasonal.**
- **The Broads Authority Local Plan has 5 policies that cover Hoveton specifically.**
- **Traffic surveys carried out in 2019/20 show Hoveton is mainly used for through-journeys for people travelling south on the A1151 to Norwich especially in peak hours. There is traffic congestion during peak hours and heavy use of the pedestrian crossing on the A1151.**

Issues:

- **Hoveton's unique position at the gateway to the Broads and coast, close proximity to tourist attractions, and position on a key road route to/from Norwich supports its role as an economic centre for tourism. It also means there is heavy traffic and footfall at key pinch points on the A1151 during peak times and seasons.**

- **Future development in Hoveton needs to fit the policies of all the relevant authorities whose areas of responsibility intersect the parish, including the Broads Authority.**

Availability of Local Services and Accessibility

Hoveton has a good selection of local services including:

- A Roy's of Wroxham supermarket and Nisa groceries shop
- Several bus stops in the village centre with regular services to Norwich and the NNUH Hospital and a train station connecting Hoveton with Sheringham and Norwich.
- There are no banks in Hoveton and no outdoor access ATMs; there are cash services and an ATM at the Post Office accessible during opening hours.
- Healthcare services including GP surgery, pharmacy, dentist and optician.
- Two schools (one primary, one high school)
- A range of pubs, cafés, restaurants, and takeaways
- Community spaces including a village hall and outdoor spaces (Riverside Park and Pocket Park and Granary Staithe). The village hall hosts regular community events such as pop up pub nights, concerts and bands as well as themed food, music and dance events
- A range of outdoor leisure opportunities on the river, including boat trips and paddlesports
- Tourist information centre

Hoveton has an active community with many local groups including: theatre group, dementia social group, yoga, badminton, walking football, community choir, keep fit, men's shed, and Thai Chi.

The nearest library is over the bridge in Wroxham, which is staffed Tuesday-Saturday and open seven days a week with the Open Library scheme.

The nearest hospital with an Accident and Emergency department is the Norfolk & Norwich University Hospital in Norwich.

Summary:

- **There are local services in the parish including shops, schools, health services, public transport, community spaces and a post office.**
- **Residents need to travel to access some services such as hospitals and in person banking.**

Issues:

- **Additional new housing could support the ongoing viability of existing local services or creation of new ones.**

Transport and Connectivity

Hoveton and Wroxham railway station is centrally located in Hoveton and provides regular public train services on the Bittern Line, which runs between Norwich and Sheringham. The journey to Norwich takes about 15 minutes, making it convenient for commuting. From Norwich connections can be made e.g. to London. Trains to Norwich typically run every 30

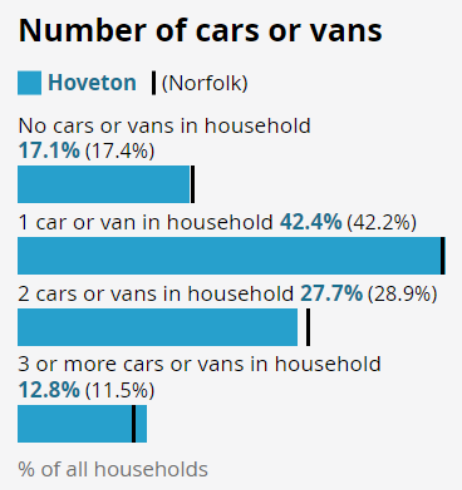
minutes during peak times on weekdays starting from around 6am and running until around 10pm, making the service suitable for weekday commuters. Outside of peak hours, the service is less frequent, with trains generally running every 30 to 60 minutes. Services to Sheringham also run every 30 minutes during peak times on weekdays and less frequently outside of these times. The journey to Sheringham takes 50 minutes. On weekends the train services are less frequent, meaning shift workers and weekend workers may find it harder to commute by rail.

The Bure Valley Railway also runs from Hoveton; this is a heritage railway primarily serving tourist and leisure purposes. The railways links Hoveton / Wroxham and Aylsham and takes around 45 minutes. During the summer months and school holidays the Bure Valley Railway operate multiple trains daily, running every couple of hours. The service is much less frequent in the winter.

Hoveton has regular bus services operating on several routes connecting the village with nearby towns and villages as well as frequent services to Norwich and the NNUH hospital. Buses run frequently during weekdays, particularly on routes to/from Norwich with services running every 30 minutes at peak times. Weekend services are less frequent although still run hourly.

Vehicle ownership in Hoveton is in line with the Norfolk average with 83% of households having at least one car/van (Norfolk average is 83%)[15]. Around 42% of households in the parish own one vehicle and around 28% own two.

Figure 11: Number of cars/vans in household Hoveton vs Norfolk - Census 2021



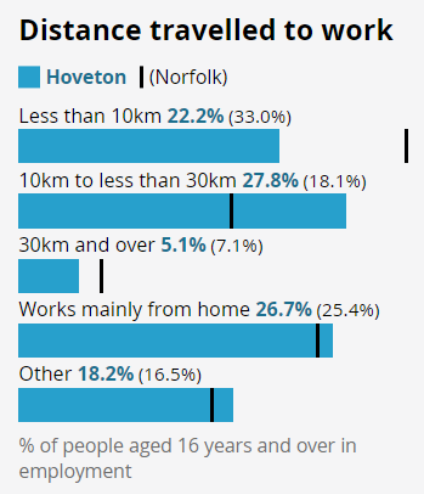
The 2021 census shows that most people who live in the parish and travel to work use a car or van to do so (58%). This is higher than both the Norfolk (54%) and England average (45%). Around 27% of people in Hoveton who work do so from home and this is similar to the Norfolk average (26%) but lower than the England average (32%) – although it should be noted that due to the timing of the 2021 census and the Covid19 global pandemic some people may have been temporarily working from home. These figures show that Hoveton is a place where the majority of people travel to go to work and do so using a car.

People in Hoveton travel further to work than the Norfolk average with 28% of working people in the parish travelling 10km-30km (Norfolk average is 18%). Just over a fifth (22%)

[15] Census 2021, vehicle ownership. Source: Build a custom area profile – Census 2021, ONS

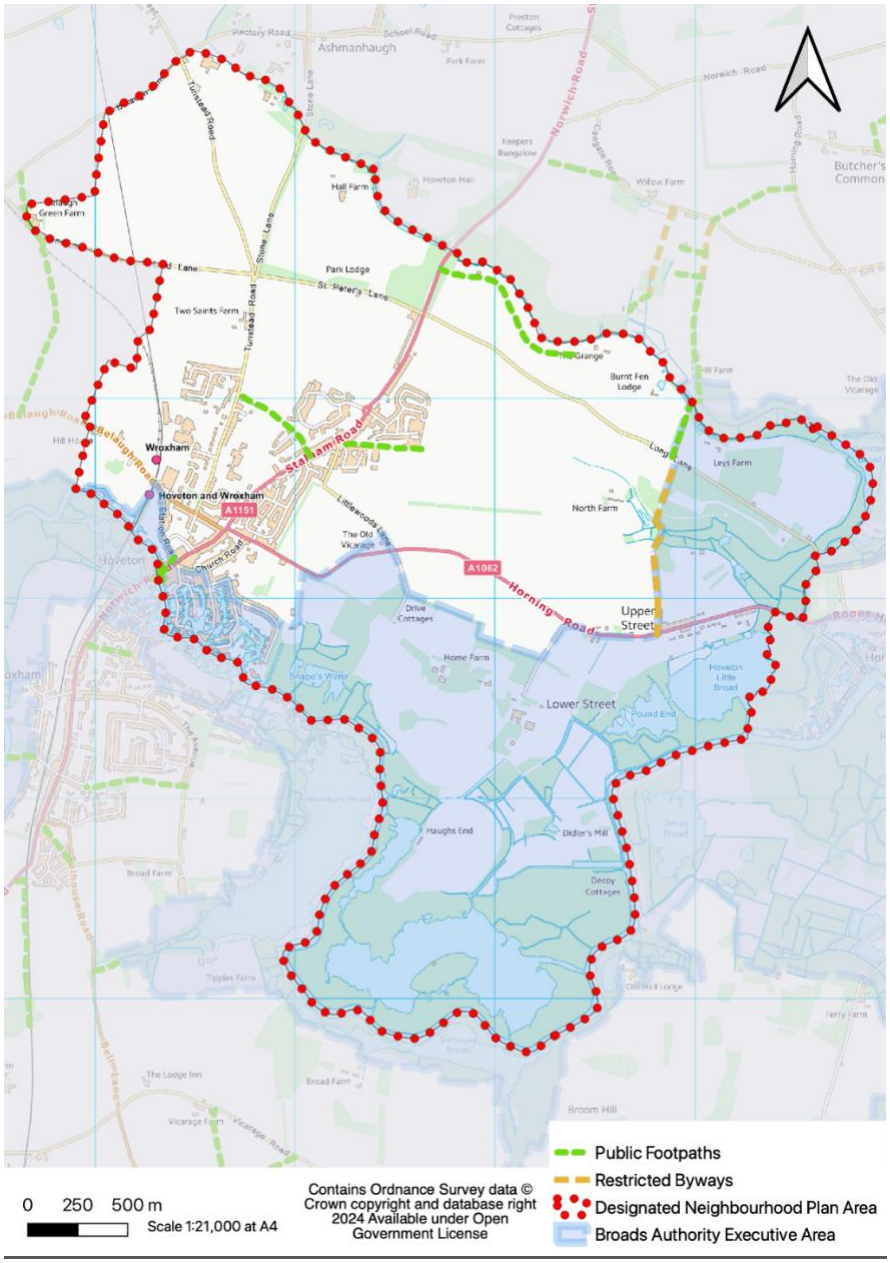
of working people in Hoveton travel less than 10km to work which is lower than the Norfolk average (33%).

Figure 12: Distance travelled to work Hoveton vs Norfolk - Census 2021



In terms of walking infrastructure there is good access to the village centre by foot and some access to local countryside using public rights of way - shown on map below. There are also two longer distance walking paths that pass through the Neighbourhood Plan area: the Bure Valley Path and the Three Rivers Way (Hoveton to Potter Heigham).

Figure 13: Public Rights of Way - Hoveton area - Norfolk County Council 2024



Improvements to walking and cycling infrastructure have been identified by Norfolk County Council in their Local Cycling and Walking Infrastructure Plan[16]. These include 4 active travel routes and a walking zone.

Route number	Route	Description
Route 1 (red)	Stalham Road and Norwich Road	A 3.5km linear route on Norwich Road starting to the west of the rail track south of Wroxham and continuing through the centre of the town and

[16] Local Cycling and Walking Infrastructure Plan for Norfolk - Wroxham and Hoveton accessed 12/08/2024

		along Stalham Road to the junction with St Peter's Lane.
Route 2 (blue)	Bure Valley Station to Horning Road	A 1km route that links part of the existing Three Rivers Way with the Bure Valley Route. From east to west, the route starts at the junction of New Lane and Horning Road. The route would connect two well established recreational cycle routes and provide wider connectivity to surrounding areas.
Route 3 (green)	Station Road and Church Road	A 0.35km route from Wroxham Train Station to the town centre on Station Road.
Route 4 (yellow)	Two Saints Close to Stalham Road	A 2.2km route from Two Saints Close in the north of Hoveton, heading south past Broadland High Ormiston Academy, across Horning Road West.

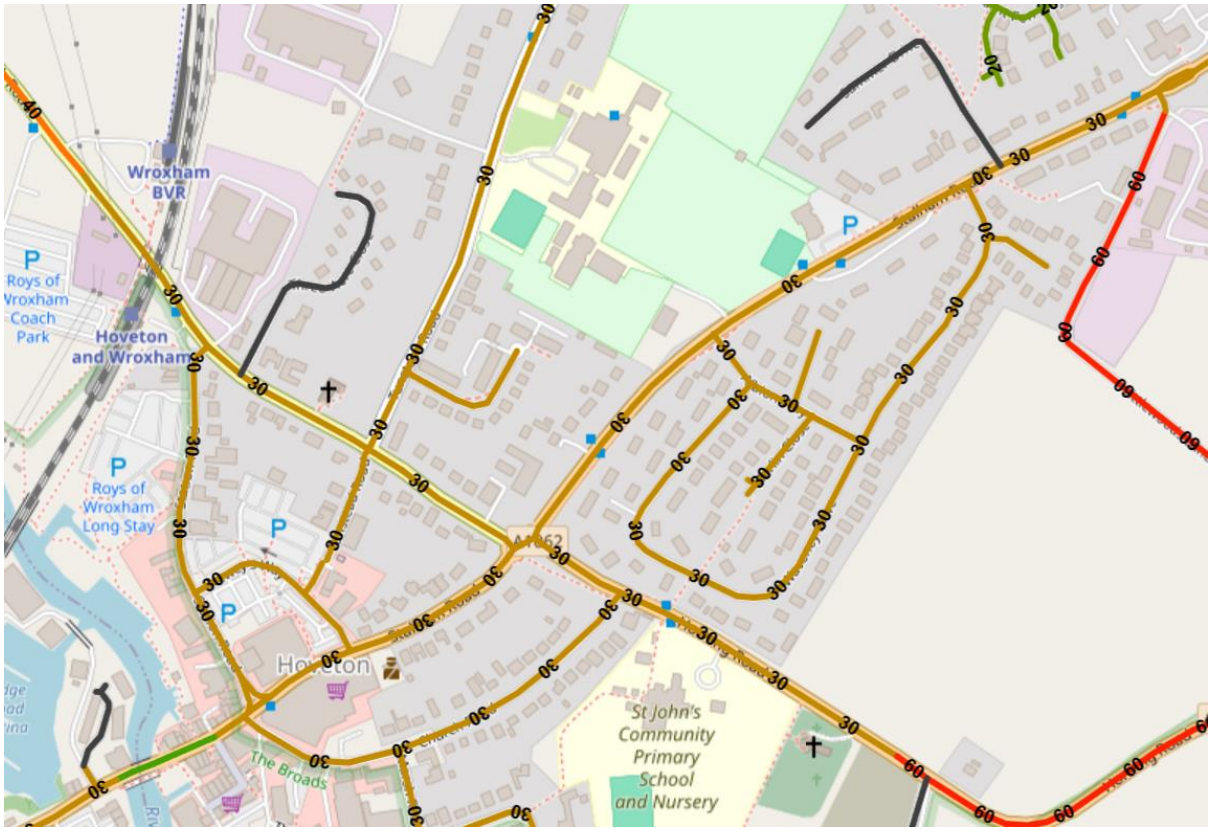
Figure 14: Wroxham & Hoveton indicative active travel network-Norfolk County Council LCWIP 2023

There are no national cycle networks in or close to the parish[17], however Cycling UK's Rebellion Way long distance trail passes through the parish using the track alongside the Bure Valley Railway. The Rebellion Way is a 232 mile route around Norfolk[18].

There are a mixture of maximum speed limits in place on the roads in the parish; these are shown on the map below and can be viewed in an interactive, zoomable format by visiting Open Street Browser[19].

Figure 15: Maximum speed limits in Hoveton.

[17] Sustrans - National Cycle Network - accessed 12/08/2024
[18] Cycling UK - Rebellion Way - accessed 03/09/2024
[19] https://www.openstreetbrowser.org/#map=15/52.7161/1.4170&basemap=osm-mapnik&categories=car_maxspeed



Source: Open Street Browser, Individual Traffic, Maxspeed

Department of Transport verified data[20] for the 5 years 2018 to 2022 (the latest publicly available) shows that there have been 13 traffic incidents involving casualties, of which none were fatal, 6 were categorised as 'serious' and the rest were categorised as 'slight'. Of the 13 incidents, 3 involved cyclist casualties, 2 involved motorcycle casualties, and 4 involved pedestrian casualties. Of the 13 incidents, 9 involved cars, 3 involved goods vehicles and 2 involved young drivers. The data can be seen on a zoomable map at www.crashmap.co.uk.

Summary:

- **Most households have access to a private car/van, with the proportion of people not having one very low.**
- **The majority of people in Hoveton who work travel to do so, and most travel in a car. The majority travel between 10km - 30km to work.**
- **Public transport availability to/from Norwich is good. Buses and trains run frequently enough to support travel for work or school/college if required.**
- **Buses provide public transport to the NNUH hospital.**
- **There is some access into the countryside for recreational purposes with public footpaths offering access in parts of the parish and there are long distance trails that pass through the area.**
- **There are no national cycle routes in the neighbourhood area.**
- **Cycling UK's long distance Norfolk route, The Rebellion Way passes through the area.**

[20] https://www.crashmap.co.uk/Search

Issues:

- **Walking and cycling access around the parish could be improved and Norfolk County Council have identified some priority routes in the parish in the Local Cycling and Walking Infrastructure Plan although it is not clear when these improvements will be made.**

Flood Risk

According to the Environment Agency most of the parish including most of the built up area is not at risk from flooding from rivers and sea. There are areas at higher risk - these are exclusively areas immediately close to the river (see maps below)

Figure 16 Flood risk from rivers and sea in Hoveton - Environment Agency 2024

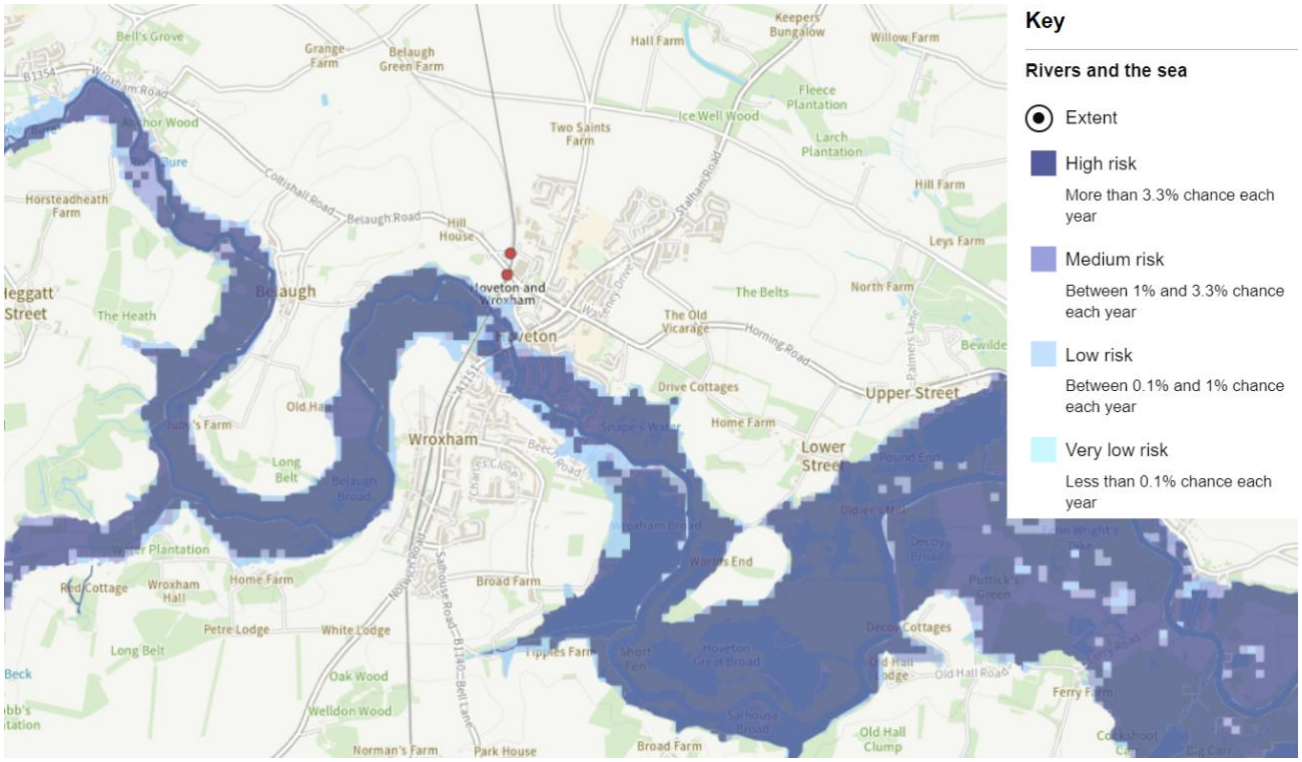
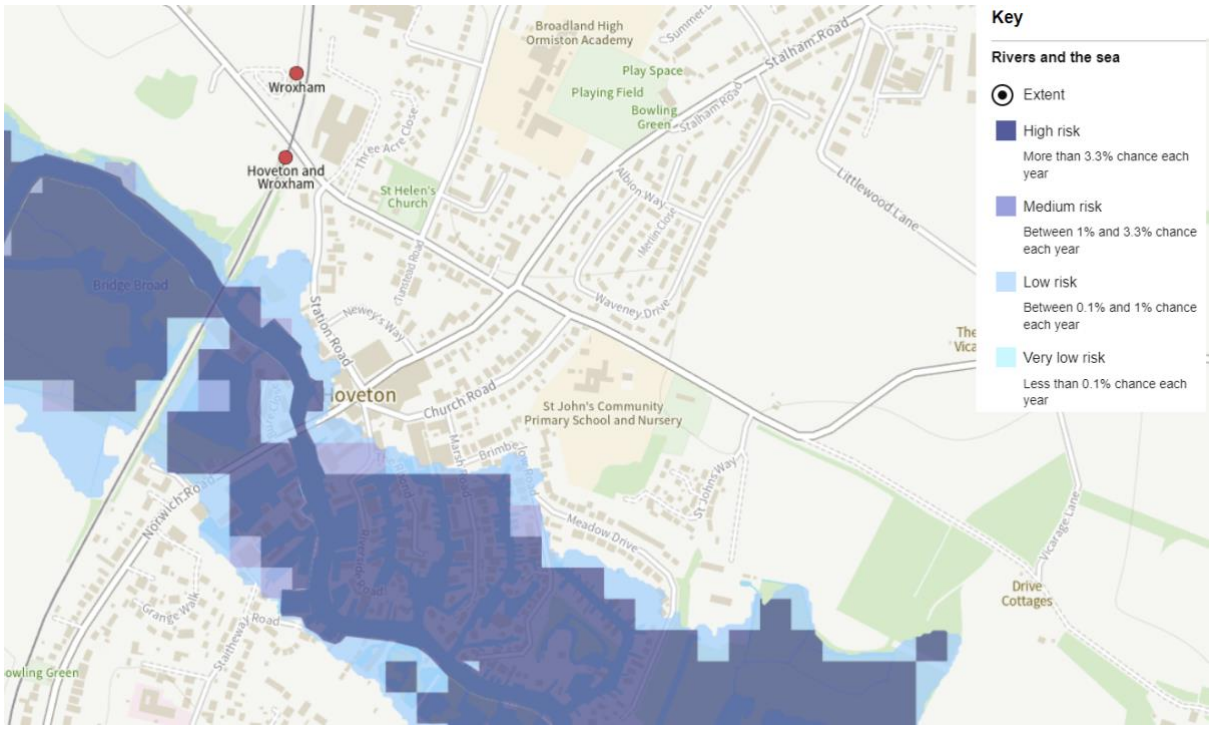


Figure 17: Flood risk from rivers and sea in Hoveton - Environment Agency 2024



The Environment Agency judge that overall there is a low risk of flooding from surface water in the parish although there are areas at high or medium risk including parts of Waveney Drive, Station Road, and Three Acre Close as well as many places close to the river area. (shown on the maps below).

Figure 18 Surface water flood risk in Hoveton - Environment Agency 2024

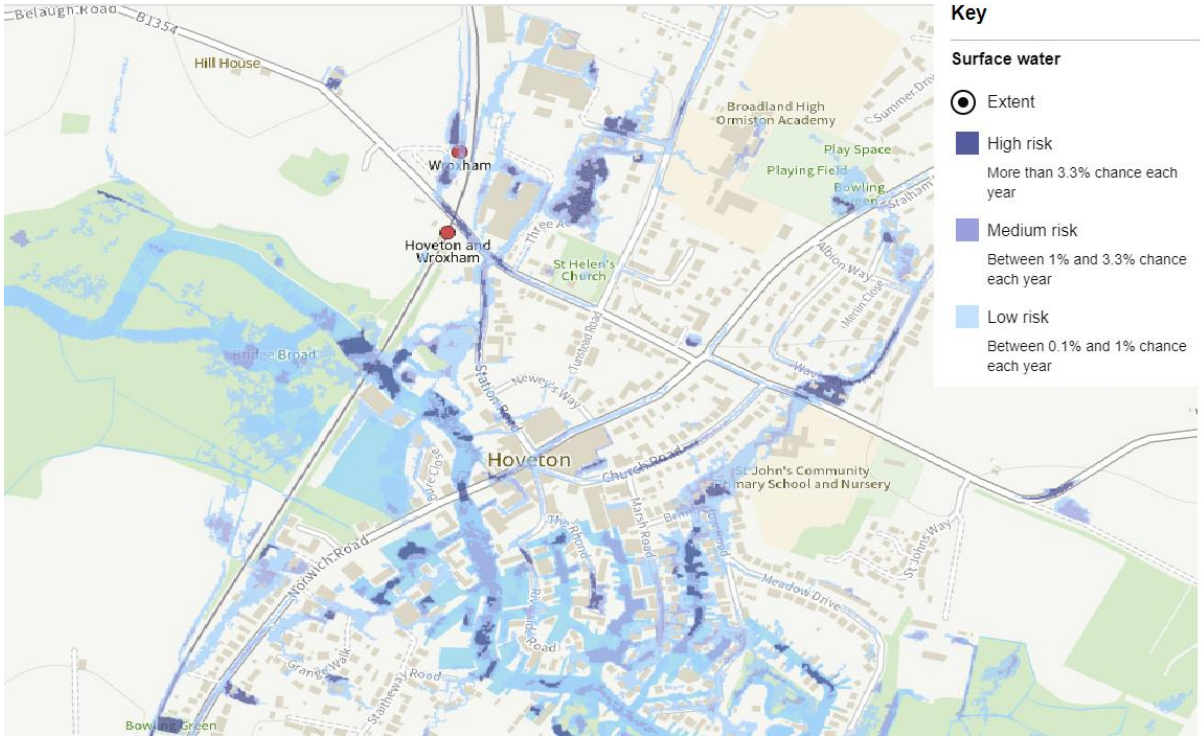
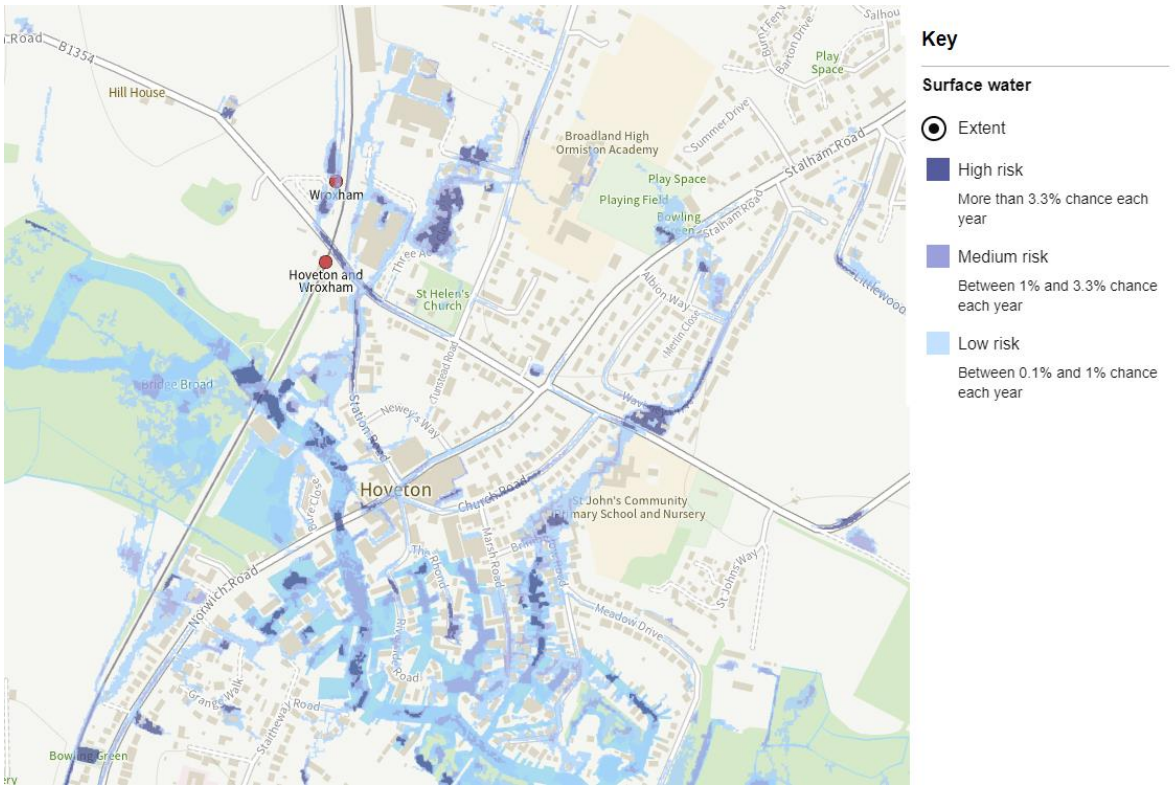


Figure 19: Surface water flood risk in Hoveton - Environment Agency 2024



Hoveton Parish Council provide advice to residents about flooding on their website. They state that occasionally after heavy and prolonged rainfall there can be instances of surface water flooding. The Parish Council also provide details about how residents can access flood information and details about the volunteer flood warden. In certain instances of flooding the Lead Local Flood Authority (LLFA) carries out flood investigations to look at the factors contributing to floods. The LLFA in Norfolk is Norfolk County Council and there are no flood investigation reports for Hoveton[21].

The Environment Agency describes groundwater flooding as when water under the ground (the water table) rises to the surface. Underground rooms, such as cellars and basements, are particularly at risk. Groundwater flooding is more likely where there is chalk under the ground (the bedrock). It can also happen in places with sand and gravel, such as river valleys. Groundwater levels are not monitored in all parts of England and so levels are difficult to predict. Norfolk County Council's Local Flood Risk Management Strategy (2015) states that "The extent of groundwater flood risk is not currently understood." and that and effective means of investigating groundwater flooding risk across Norfolk is needed.[22] The Environment Agency describes the signs of groundwater flooding including: water coming up through the ground or floor rather than through doors, usually slower than river flooding, flooding usually happens days weeks or even months after heavy rain, flooding may last a long time - weeks or months, and the water doesn't always appear where you would expect it to.[23]

[21] Norfolk County Council Flood Investigation Reports
[22] Norfolk County Council - Norfolk Local Flood Risk Strategy (2015)
[23] UK government groundwater flooding guidance

Summary:

- **Some parts of the parish are at risk of surface water flooding although overall the risk is deemed low by the Environment Agency.**
- **The overall risk of flooding from rivers in the Neighbourhood Plan area is deemed by the Environment Agency to be low, although some areas close to the river are at risk.**
- **There have been no flood investigations by the LLFA in Hoveton.**
- **There is no consistent local information available about groundwater flooding risk in the local area.**

Issues:

- **Whilst the Environment Agency judge that overall there is a low risk of flooding from surface water in the parish, there are areas at high or medium risk including parts of Waveney Drive, Station Road, and Three Acre Close as well as many places close to the river area**
- **Any new development should not worsen the risk of flooding, particularly in the parts of the parish already at risk of flooding, and those areas that have already suffered flooding incidents.**

Natural Environment

Natural England Statutory designated areas include: local and national nature reserves, marine conservation zones, ramsars, sites of special scientific interest (SSSI), special areas of conservation (SAC) and special protection areas (SPA). There are Natural England statutory designated sites in the Hoveton neighbourhood plan area - shown on the map below and searchable using the DEFRA magic map tool online[24]. The statutory designated sites in the plan area are:

Type of designation	Name
Ramsar	Broadland
SSSI	Bure Broads and Marshes
SAC	The Broads
SPA	Broadland

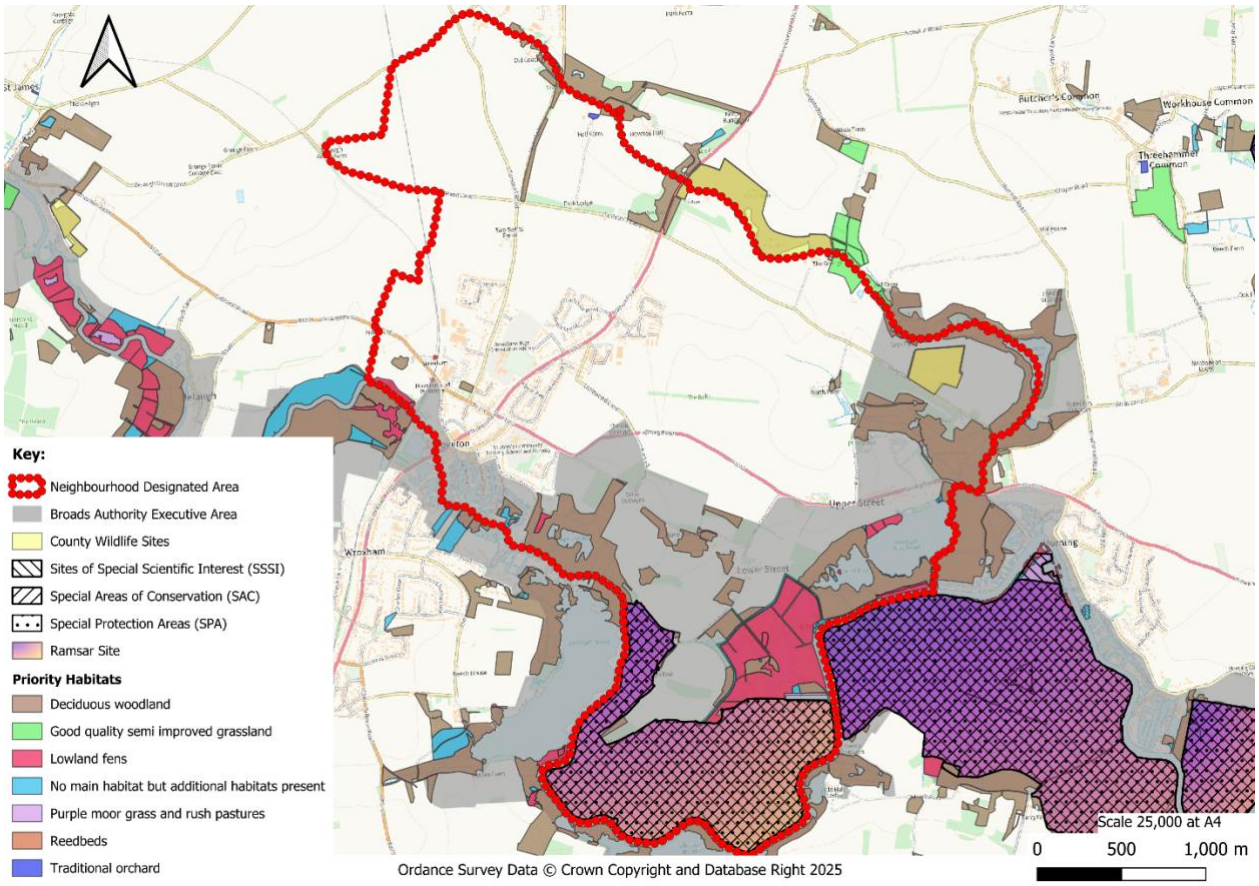
There are County Wildlife Sites located in the neighbourhood plan area and these are shown on the map below. More information about County Wildlife Sites can be found through the Norfolk Biodiversity Information Service[25] and Norfolk Wildlife Trust. County Wildlife Sites (CWS) are areas of land that are rich in wildlife. They sit outside of the nationally protected areas, such as Sites of Special Scientific Interest and National Nature Reserves. There are

[24] DEFRA Magic Map tool

[25] Map of Norfolk County Wildlife Sites - Norfolk Biodiversity Information Service

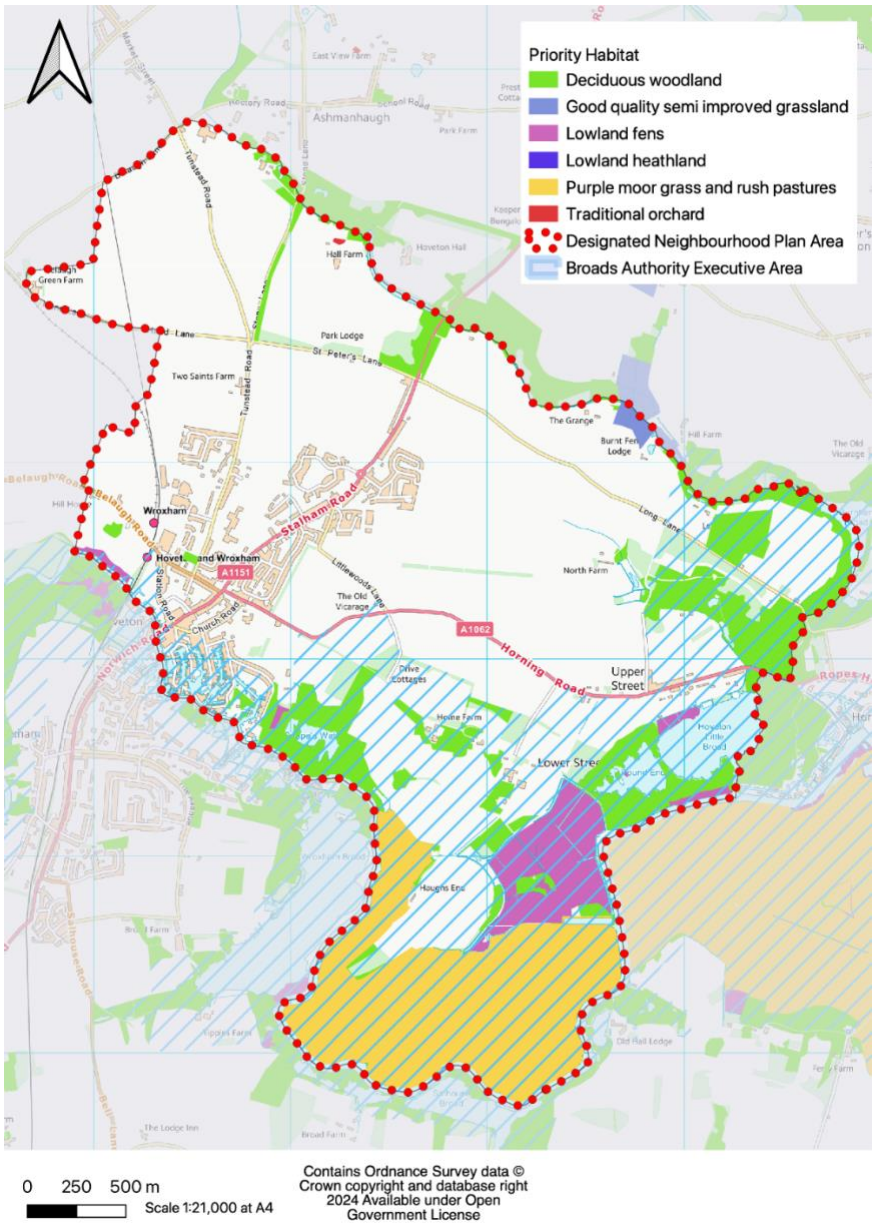
more than 1,300 CWS in Norfolk and they complement protected sites by maintaining links between habitats, which helps nature recovery across Norfolk. CWS do not receive statutory protection, but they are given some protection through the planning system. Norfolk Wildlife Trust plays a key role in advising planning authorities, developers, and others on their protection. There are no legal constraints on the management of CWS and many are privately owned and are not open to the public.

Figure 20 Wildlife designations Hoveton - Natural England 2025



Priority habitats are habitats of principle importance for biodiversity conservation. These are habitats which Natural England deems most threatened, in greatest decline, or where the UK holds a significant proportion of the world's total population. There 6 types of priority habitat in the parish (see map below). Priority habitats require conservation under the UK Biodiversity Action Plan (BAP). There are also some sites which are identified as 'no main habitat but additional habitats present'. Not all of these will be protected under national designation, though they can be sensitive to development and should be considered when growth is being planned to avoid negative impacts. Local authorities have a duty to consider the conservation of these habitats, and development that would adversely affect these would not normally be acceptable.

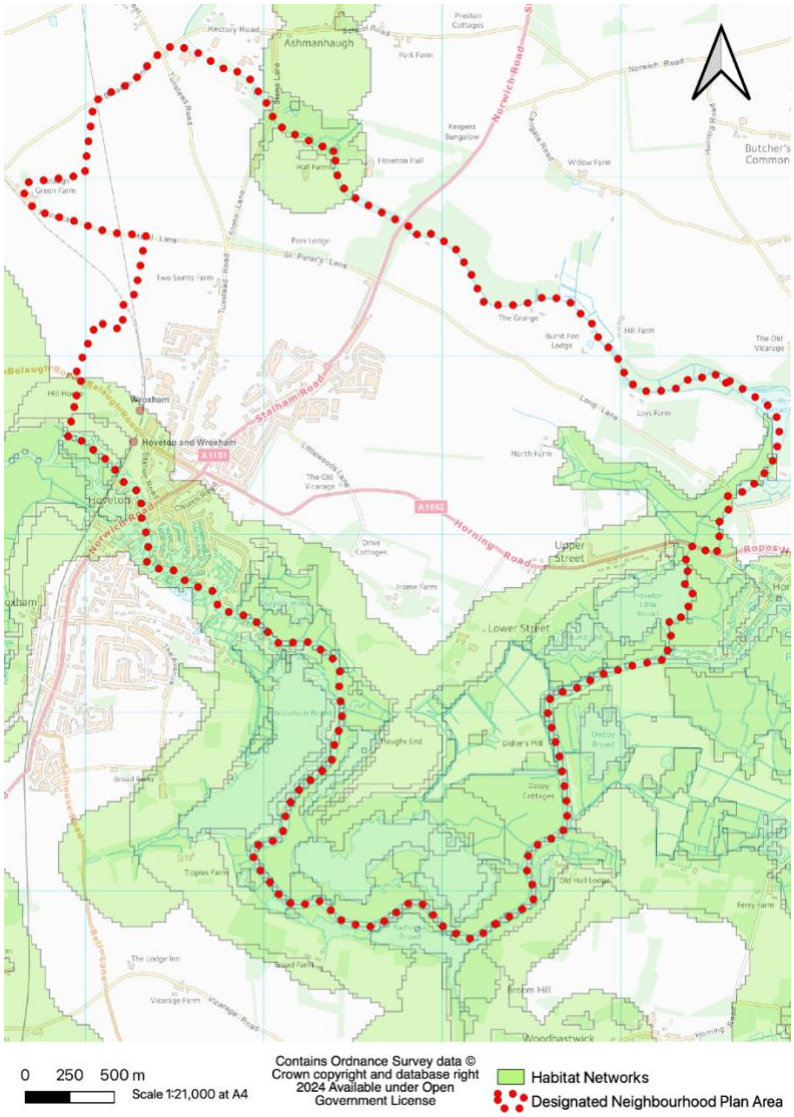
Figure 21 Priority habitats in Hoveton - Natural England 2024



As shown in the map below, parts of the parish contain habitat networks defined by Natural England. Habitat networks are connected areas of natural environments that help wildlife move and thrive. These networks link different habitats, making it easier for animals and plants to survive by allowing them to travel, find food, and reproduce. The goal is to protect a variety of species and keep ecosystems healthy by creating continuous natural corridors[26]. Local authorities have a duty to consider the conservation of these habitats, and development that would adversely affect these would not normally be acceptable.

[26] Habitat Networks (England) - data.gov.uk

Figure 22 Habitat Networks in Hoveton - Natural England 2024



Summary:

- **There are Natural England statutory designated sites in the Hoveton neighbourhood plan area - the Broadland Ramsar, Bure Broads and Marshes Site of Special Scientific Interest (SSSI), The Broads Special Area of Conservation (SAC) and Broadland Special Protection Area (SPA)**
- **There are County Wildlife Sites within and close to the Neighbourhood Plan area.**
- **There are areas of priority habitat in the parish and habitat networks.**

Issues:

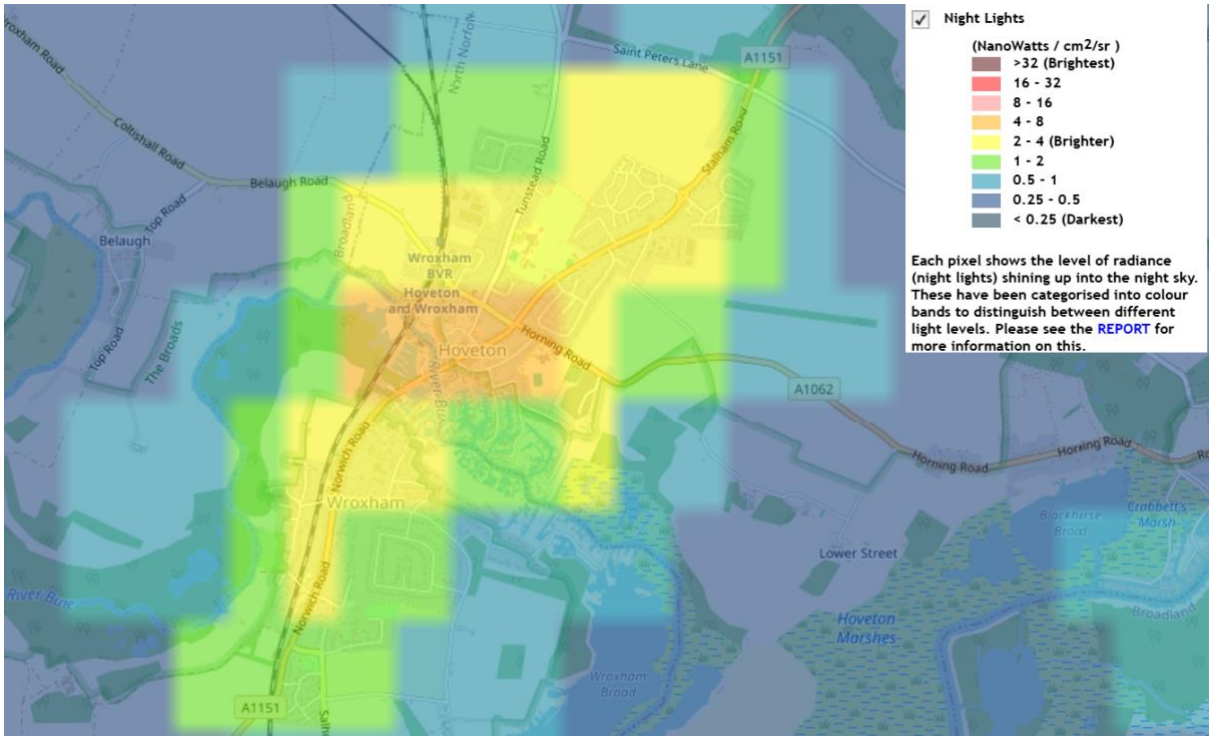
- **The areas given special designation by Natural England (Ramsar, SSSI, SAC and SPA) contain nationally significant wildlife habitats and plant life. Natural England advises on the management of areas with statutory designations and their consent is required for operations within these areas.**

- **The County Wildlife Sites are local sites and do not have the same level of protection against development that statutory designated areas have. That said, wildlife from these sites is present within the neighbourhood area, making it important to keep the conservation objectives in mind for areas close to wildlife sites.**
- **There are areas of priority habitat in the parish; there is potential for these to be affected by development and they do not have the same level of protection as designated sites.**

Dark Skies

The CPRE Dark Skies Mapping[27] shows that much of the parish falls into the brighter categories (2 NanoWatts/cm2/sr and higher) suggesting there is relatively high levels of light pollution in the neighbourhood area. Development which can help limit light pollution rather than add to the issue in the parish would be beneficial.

Figure 23 Dark Skies in Hoveton and surrounding area - CPRE Mapping



Summary:

- **Light pollution is currently an issue within the parish.**

Issues:

- **Light pollution is an issue within the parish and should be considered within the design of future development.**
- **Development which can help to limit light pollution rather than add to the issue in the parish would be beneficial.**

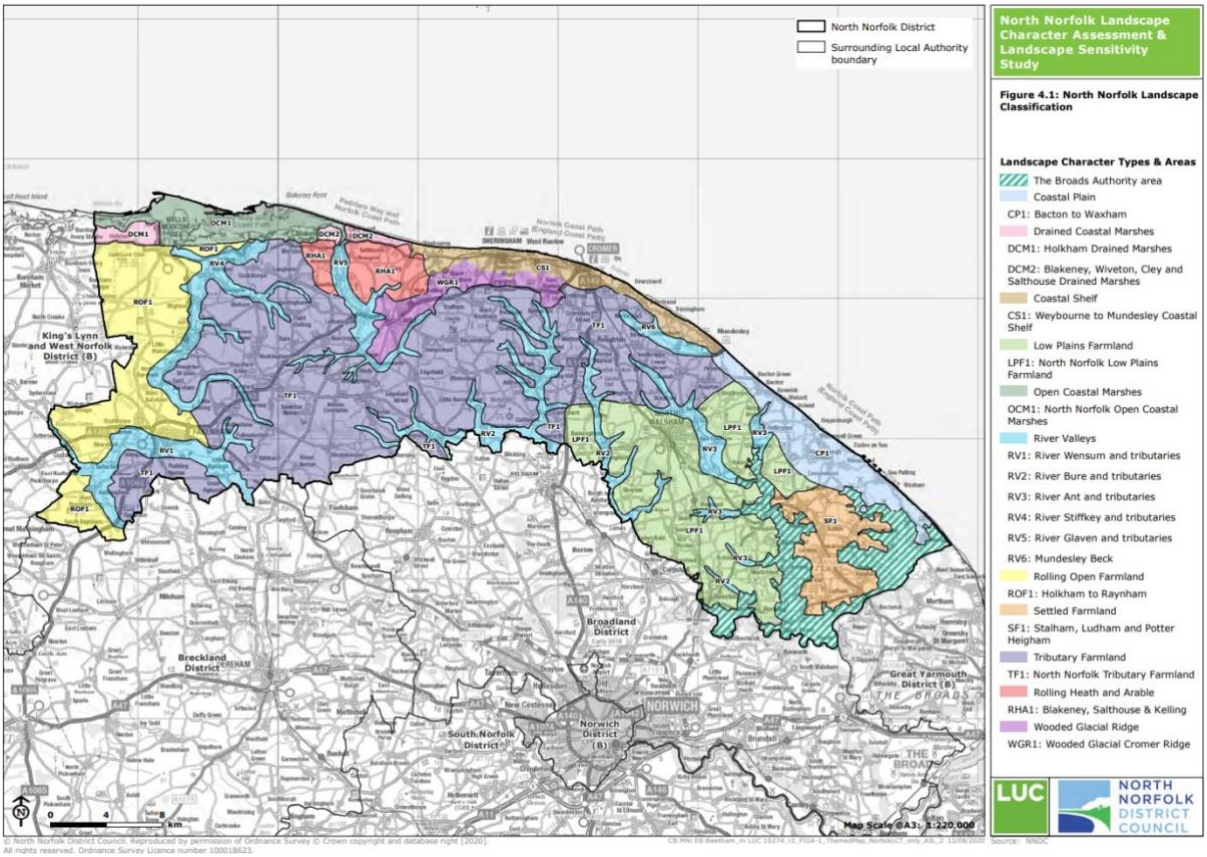
[27] CPRE - England's Light Pollution and Dark Skies (cpre.org.uk)

Landscape Character

The North Norfolk District Landscape Character Assessment[28] shows that the neighbourhood plan area is assessed as covering 2 landscape types:

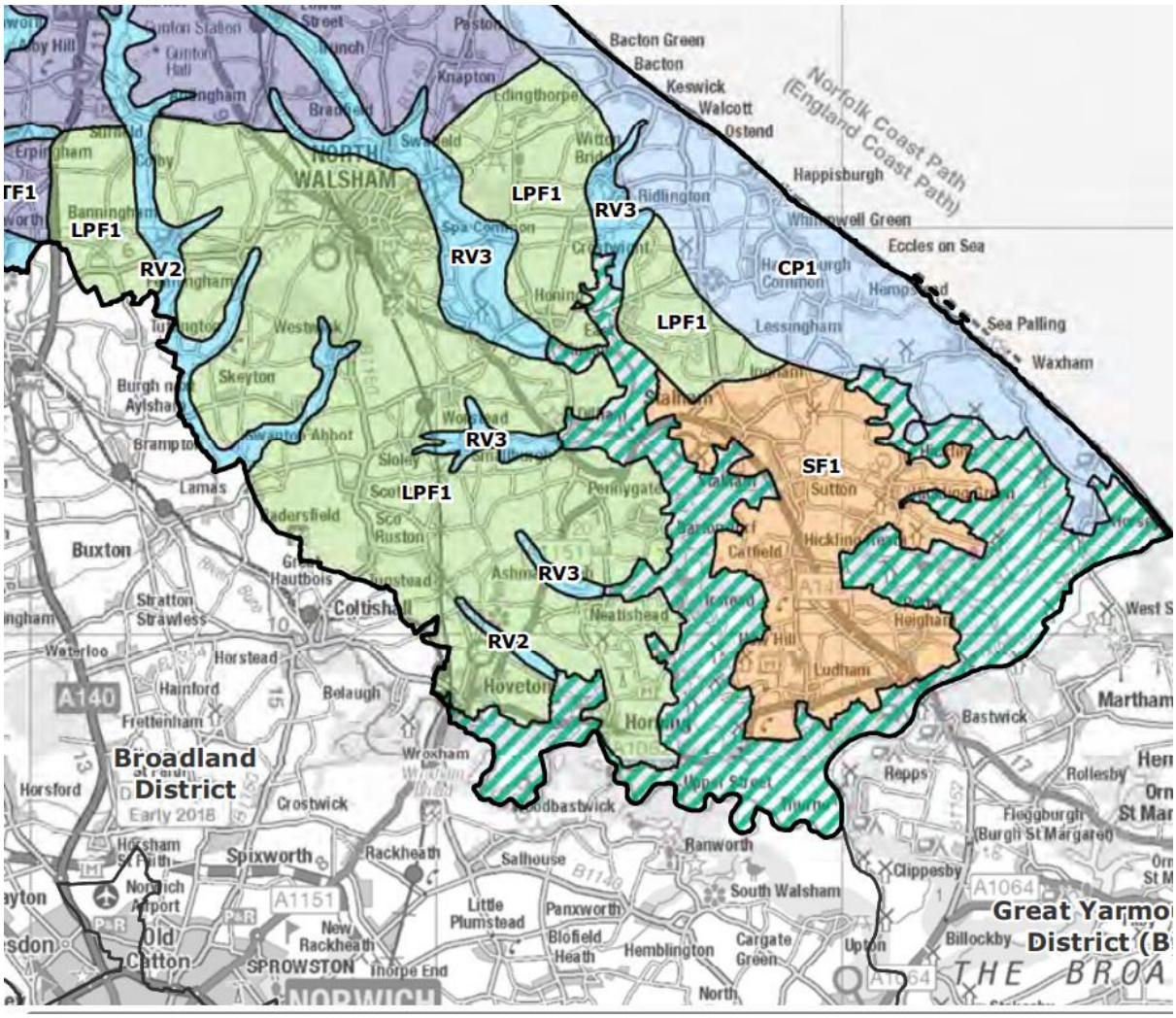
- Low Plains Farmland - LPF1: North Norfolk Low Plains Farmland
- River Valleys - RV2: River Bure and Tributaries

Figure 24: North Norfolk Landscape Character Assessment map -NNDC



[28] North Norfolk District Council Landscape Character Assessment (2021)

Figure 25: Landscape Character Assessment map - North Norfolk District Council



The Landscape Character Assessment provides a vision and development guidelines for each character type and the relevant details for each type in Hoveton is summarised below:

Low Plains Farmland type	**River Valleys**
Vision: a well-managed and actively farmed rural landscape that makes the most of field margins for biodiversity and contains a mosaic of farmland, heathland and woodland to provide a network of semi-natural features. New development is integrated within the existing settlements where it reinforces traditional character and vernacular. The landscape retains a rural character and dark skies at night.	**Vision:** intimate, small-scale landscapes with a wide variety of land uses / habitats, offering a contrast to the more expansive, open, large-scale arable farming and coastal landscapes that surround the valleys. New development should be appropriate in scale, unobtrusive and readily accommodated into its landscape setting. Woodland and hedgerows should be a major landscape element, helping to contain development. The linear valley form should be apparent and should dictate land use and development form. Valley sides should offer some degree of transition

	between the contrasting scales of the valley floors and surrounding arable farmlands
Guidelines: 1) Conserve and expand areas of woodland and other non-arable habitats. 2) Conserve sense of rurality. 3) Conserve the nucleated character of villages (compact character - avoid linear sprawl). 4) Protect and appropriately manage the historic parks. 5) Prepare for climate change and potential loss of features through new pests and diseases. 6) Retain the character of the skyline (prominence of trees and church towers). 7) Enhance public rights of way - improve access by linking existing rights of way.	**Guidelines:** 1) Maintain the small scale of valley landscapes - ensure any new development is well integrated into the landscape and does not form a harsh edge. 2) Maintain rural character - ensure new built development respects existing densities and character styles. Impact both by day and night should be a consideration to maintain rural character and dark skies. Avoid road widening and urbanising features such as kerbs, lighting and excessive signage. 3) Integrate valley-side development - use landscaping to limit the visual influence of development that doesn't conform to historic linear patterns. 4) Protect high ecological status and water quality to maintain varied habitats that enhance biodiversity. 5) Protect and manage cultural heritage assets (includes parkland estates, historic villages and churches). 6) Strengthen public access through the valleys, including the fragmented rights of way network, by introducing new links.

The Broads Authority's Landscape Character Assessment places Hoveton into category 10: Settled Broads and identifies a number of sub-types including: waterside village settlements, areas of substantial dwellings with large plots, and individual holiday chalets/houses. The Broads Authority identify forces for change for each landscape type and those relevant to the Settled Broad type are summarised below:

1. Effects of climate change and water level rises effecting finished floor levels (overall height of development and plot levels) and access provision
2. Loss of traditional settlement patterns due to continuing pressures for both commercial and residential property
3. Larger residential landholdings being subdivided potentially leading to pressures on mature vegetation
4. The increase size and numbers of boatyard and marina development which has the potential to encroach on the natural/ semi natural environment
5. Settlement expansion and the increased recreational pressures it causes

6. Increased numbers of boat owners who require mooring either in marinas or adjacent to properties
7. Economic pressures for land use change from business purposes e.g. small boatyards to higher value residential/holiday accommodation
8. Re-development of the smaller leisure plots and their chalets to be replaced by larger properties
9. Loss of buffering vegetation between properties or plots
10. The design of buildings and use of building materials which have incongruous effect on the local setting
11. Expansion of leisure facilities presents opportunities for enhancement which need to be balanced with adverse effects

Summary:

- **Most of the neighbourhood area falls within the two landscape characteristic types of low plains farmland and river valleys identified by North Norfolk District Council. The neighbourhood area also falls within the landscape character type of settled broads identified by the Broads Authority.**
- **Both authorities provide details about these landscape characteristics in their Landscape Character Assessments as well as some guidance for management and development and forces for change.**

Issues:

- **Future development should preserve the unique character of the local landscape including the rural character, village nature, and skyline with prominence to trees and church towers.**
- **Public rights of way should be enhanced by linking existing routes and increasing public access.**
- **Development should utilise landscaping to limit visual impact, limit impact on dark skies and avoid urbanising features.**
- **The impact of climate change should be considered including the effect on water levels.**

Historic Environment

The Norfolk Heritage Explorer Parish Summary for Hoveton[29] provides an overview of the parish's rich historical heritage, highlighting key archaeological finds and significant buildings. There is evidence of human activity in Hoveton dating back to Neolithic times and the parish shows a rich history from medieval times onwards. The Norfolk Heritage Explorer describes Hoveton's long history, being well established by the time of the Norman Conquest[30]. Its population, land ownership and resources are detailed in the Domesday Book of 1086. Early evidence of human activity includes Mesolithic and Neolithic flint tools, with later finds from the Bronze Age, Iron Age, and Roman periods, although these are relatively sparse.

[29] Norfolk Heritage Explorer - Parish Summary Hoveton - accessed 12/08/2024
[30] Norfolk Heritage Explorer - Hoveton Parish Summary - accessed 01/08/2024

Hoveton's most significant medieval structure is its oldest surviving building, St John's Church, with origins in the 11th or 12th century, featuring a mix of architectural elements from various periods. The parish also contains remnants of medieval buildings and visible features from the period including the flooded peat cuttings that are part of the Norfolk Broads. Those within the parish are:

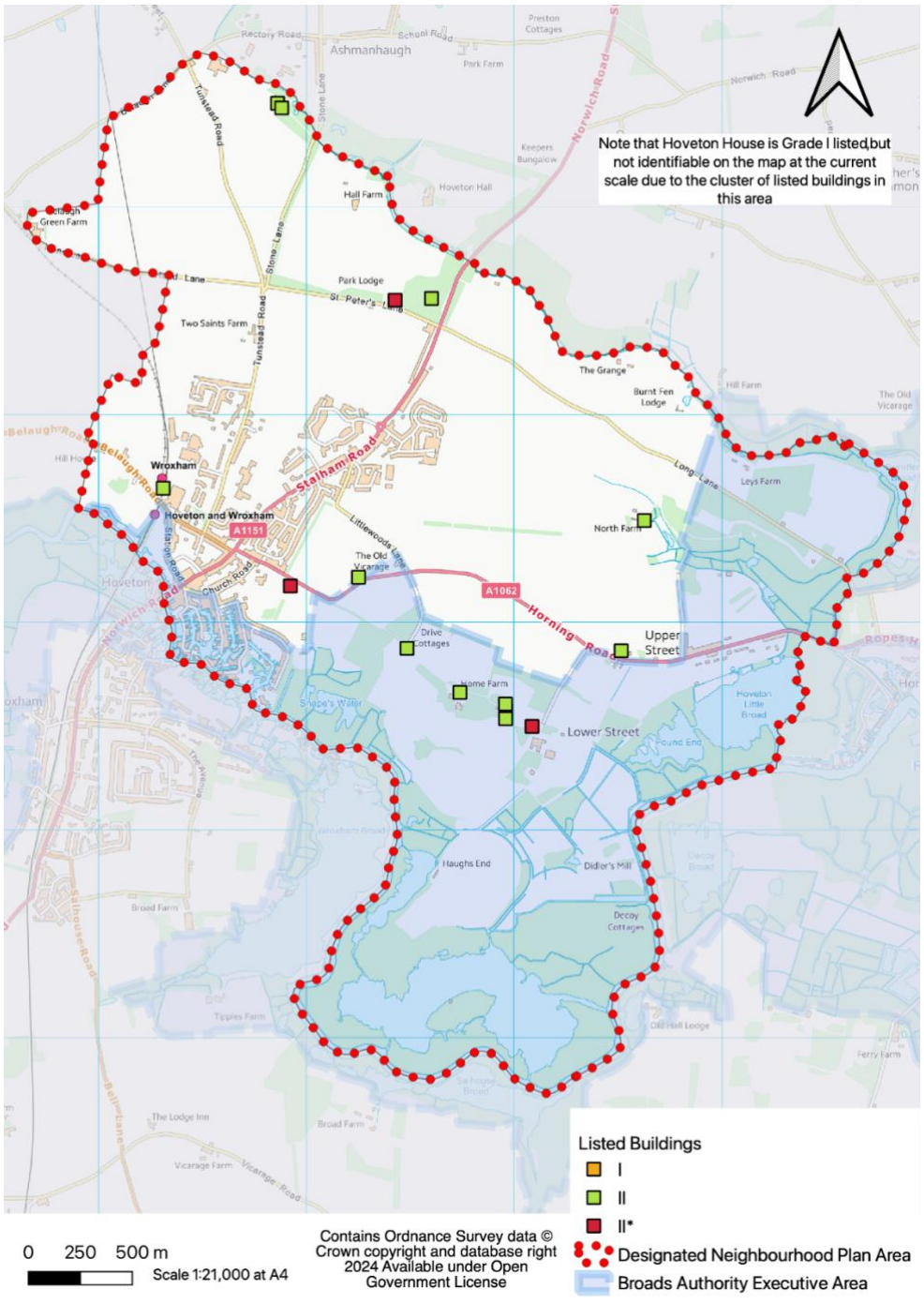
1. Burnt Fen Broad
2. Hoveton Great and Little Broads
3. Hudson's Bay
4. Snape's Water
5. Pond End

Post-medieval buildings of note include North Farm House from 1587, St Peter's Church from 1624, and Hoveton House, a grand structure dating to about 1680, along with other historic homes and structures. The most recent historical entry in the Parish Summary is Wroxham railway signal box, dating to around 1900. It controlled the junction between the Norwich to Cromer line and the branch towards Aylsham, both operated by the Great Eastern Railway.

Historic England maintains the National Heritage List for England (NHLE) which is the only official register of all nationally protected historic buildings and sites in England. The NHLE shows 16 entries for Hoveton[31]. One entry is a grade 1 listed building (Hoveton House), and the remaining entries are grade 2 listed buildings. These are shown on the map below:

[31] Historic England NHLE parish of Hoveton - accessed 12/08/2024

Figure 26 Heritage assets - Hoveton neighbourhood area



Summary:

- **There are 16 listed buildings in the Hoveton neighbourhood plan area reflecting the rich history of the parish.**

Issues:

- **Listed historic assets including listed buildings are protected through existing legislation, however there may be other assets of heritage value that could be identified and protected as part of the neighbourhood plan.**

Glossary[32]

Term	Definition
Affordable Housing (NPPF 2024 Definition)	Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: A. **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). B. **Starter homes**: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used. C. **Discounted market sales housing**: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households. D. **Other affordable routes to home ownership**: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

[32] National Planning Policy Framework (publishing.service.gov.uk)

Term	Definition
Dark Skies	Places where the darkness of the night sky is relatively free of interference from artificial light.
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Flood Zones[33]	• **Zone 1 Low Probability**- Land having a less than 0.1% annual probability of river or sea flooding. • **Zone 2 Medium Probability**- Land having between a 1% and 0.1% annual probability of river flooding; or land having between a 0.5% and 0.1% annual probability of sea flooding. • **Zone 3a High Probability**- Land having a 1% or greater annual probability of river flooding; or Land having a 0.5% or greater annual probability of sea. • **Zone 3b The Functional Floodplain**- This zone comprises land where water from rivers or the sea has to flow or be stored in times of flood. The identification of functional floodplain should take account of local circumstances and not be defined solely on rigid probability parameters. Functional floodplain will normally comprise: land having a 3.3% or greater annual probability of flooding, with any existing flood risk management infrastructure operating effectively; or land that is designed to flood (such as a flood attenuation scheme), even if it would only flood in more extreme events (such as 0.1% annual probability of flooding).
Groundwater flooding[34]	Groundwater flooding is when water under the ground (the water table) rises to the surface. Underground rooms, such as cellars and basements, are particularly at risk. Groundwater flooding is more likely where there is chalk under the ground (the bedrock). It can also happen in places with sand and gravel, such as river valleys.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)
Open Market Housing	Open market housing is housing which is built by developers (which may be private companies or housing associations, or Private Registered Providers), for the purposes of sale (or rent) on the open market.
Priority Habitats	Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Sheltered Housing	Sheltered housing (also known as retirement housing) means having your own flat or bungalow in a block, or on a small estate, where all the other residents are older people (usually over 55). With a few exceptions, all developments (or 'schemes') provide independent, self-contained homes

[33] Flood risk and coastal change - GOV.UK (www.gov.uk)
[34] Groundwater flooding - GOV.UK (www.gov.uk)

Term	Definition
	with their own front doors. There are many different types of scheme, both to rent and to buy. They usually contain between 15 and 40 properties, and range in size from studio flats (or 'bedsits') through to 2 and 3 bedroomed. Properties in most schemes are designed to make life a little easier for older people - with features like raised electric sockets, lowered worktops, walk-in showers, and so on. Some will usually be designed to accommodate wheelchair users. And they are usually linked to an emergency alarm service (sometimes called 'community alarm service') to call help if needed. Many schemes also have their own 'manager' or 'warden', either living on-site or nearby, whose job is to manage the scheme and help arrange any services residents need. Managed schemes will also usually have some shared or communal facilities such as a lounge for residents to meet, a laundry, a guest flat and a garden30F[26].
Site of Special Scientific Interest	Sites designated by Natural England under the Wildlife and Countryside Act 1981
Social rented housing	Social rented housing is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008.). Guideline target rents for this tenure are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with Homes England31F[27]
Surface water flooding[35]	Surface water flooding occurs when intense rainfall overwhelms drainage systems.
Sustainable transport mode	Any efficient, safe, and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.
Wildlife Corridor	Areas of habitat connecting wildlife populations

[35] Flood risk maps for surface water: how to use the map - GOV.UK (www.gov.uk)