

REDENHALL-W-HARLESTON

1. Settlement characteristics

Harleston is a market town situated close to the southern boundary of the District on the north western bank of the River Waveney. The town itself is located at the edge of the Waveney Valley close to where several roads converge near to the river. The town formed around a triangular wedge of development in the centre. East of Broad Street/Old Market Place and west of The Thoroughfare is a series of half hidden yards and courts. These developed from coaching inns and houses, extended backwards with outbuildings erected to serve them. These courtyards contribute to the unique character of the town. The historic core of the town is encompassed in a Conservation Area.

Major growth has occurred in the last thirty years. New housing has developed on all sides of the town centre, but especially to the east. In the last decade considerable work has been undertaken to enhance the historic character of the town centre after much of the through traffic was removed following the construction of the A143 bypass.

Outside the main settlement there are two outliers. Redenhall is the larger of the two, located to the north east of Harleston. Whilst Harleston has grown considerably Redenhall remains a hamlet, dominated by its medieval church and mature trees. There is a concentration of dwellings north of the church, which includes some newer properties. The Wortwell bypass takes traffic away from the settlement, considerably reducing traffic flows on the main road through the hamlet. Lushbush, the smaller outlier, is located between Redenhall and Harleston and consists of a handful of dwellings.

Both outliers are located in gently undulating countryside, to the north of the more dramatic Waveney Valley. The landscape outside the valley is characterised by a combination of arable and livestock use mixed with good hedge and tree planting. This gives the parish its attractive rural character.

Policies and proposals (see Inset Maps 44A and 44B)

2. Development Limit

Within the built-up area of Harleston, as defined by the towns Development Limit, new residential development will be permitted in line with policy HOU 5. The Development Limit has been drawn to retain the existing form and character of the settlement, to control outward expansion and prevent the extension of existing ribbons. Encouragement is given to the use of the upper floors of commercial business in the town centre as outlined in policy SHO 7. Outside the Development Limit, proposals for any new development will be assessed against policy ENV 8 and other more specific Local Plan policies where appropriate.

3. Housing

At the base date of the Plan 5.04 hectares of land was committed for housing development in Harleston, on two sites. The first site, Land off Lime Close could accommodate somewhere in the region of 30 dwellings. This site is bordered by residential development to the north, east and west. The second is a greenfield site off Mendham Lane, capable of accommodating about 144 dwellings.

Policy HAR 1: Housing allocation, south of Lime Close, Harleston

1.0ha of land to the south of Lime Close is allocated for residential development. The developer of the site will be expected to provide for the following:

Adult / older children open space

- i) Adult / older children open space at a minimum level of 2000 sq. m. plus an extra 42.5 sq. m. for every unit over 50, either adjacent to the development, as an extension to existing facilities, or by way of an agreed equivalent financial contribution.**

Affordable housing

- ii) Affordable housing to be phased across the development as a whole, subject to an up-to-date local needs survey.**

Children's playspace

- iii) On-site children's playspace of a minimum size of 1000 sq. m. to include one item of play equipment.**

Footpath and cycle links

- iv) Improvements to the existing footway across site to footway/cycleway**

Education facilities

- v) Financial contributions towards the alterations or extensions necessary to accommodate pupils from the development at the Archbishop Sancroft High / Dove First / Canon Pickering schools to be completed within the Plan period.**

Fire hydrants

- vi) 1 fire hydrant on-site per 50 dwellings, to be provided during the development of the site.**

(Continued...)

(Policy HAR 1 continued)

Leisure facilities

- vii) Funding for the extension or alteration of the Memorial Leisure Centre to meet additional needs arising from the development.

Library facilities

- viii) Contributions towards the improvement of the local library service.

Noise

- ix) Suitable measures to mitigate potential noise disturbance from the proposed neighbouring industrial estate.

Road access

- x) Access off Willow Walk via Type 3 road. Full implementation costs of a 20 mph limit on Willow Walk and Pine Close. Improve junction visibility of Willow Walk with London Road

Policy HAR 2: Housing allocation Mendham Lane, Harleston

4.04 hectares of land at Mendham Lane is allocated for residential development. The developer of the site will be expected to provide for the following:

Adult / older children open space

- i) Adult / older children open space at a minimum level of 2000 sq.m. plus an extra 42.5 sq.m. for every unit over 50, either adjacent to the development, as an extension to existing facilities, or by way of an agreed equivalent financial contribution.

Affordable housing

- ii) Provision of affordable housing to be phased across the development as a whole, subject to an up-to-date local needs survey.

Bus facilities

- iii) Public transport access to within 400m of every dwelling and the funding of the provision of the necessary bus stops, infrastructure and their maintenance.
- iv) Contributions to bring bus services up an acceptable standard by reference to the County Council's passenger transport policies.

(Continued...)

(Policy HAR 2 continued)

Children's playspace

- v) **On-site children's playspace of a minimum size of 1000 sq. m. plus 17.5 sq. m. for each additional dwelling over 50, with a minimum of three items of play equipment.**

Footpath and cycle links

- vi) **Footpath/cycleway links via Howard Close and Briar Road to the town centre via Briar Close and also via a new footpath/cycleway along part of the northern side of Mendham Lane. In addition a footway/cycleway link to the Fuller Road industrial estate.**

Education facilities

- vii) **Financial contributions towards the alterations or extensions necessary to accommodate pupils from the development at the Archbishop Sancroft High / Dove First / Canon Pickering schools to be completed within the Plan period.**

Fire hydrants

- viii) **1 fire hydrant on-site per 50 dwellings, to be provided during the development of the site.**

Leisure facilities

- ix) **Funding for the extension or alteration of the Memorial Leisure Centre to meet additional needs arising from the development.**

Library facilities

- x) **Contributions towards the improvement of the local library service.**

Road access

- xi) **Access off Mendham Lane via Type 3 access road.**

Waste facilities

- xii) **Facilities on or off-site for the storage, collection and recycling of waste likely to be generated by the development.**

Within the town centre the owners of property in the 'yards' have over the last decade been encouraged to rehabilitate existing residential accommodation and to bring formerly redundant buildings into residential use. Previous policy plans have acted as a catalyst for this work and this Plan intends to continue to encourage this rehabilitation.

Policy HAR 3: The ‘yards’, Harleston town centre

The restoration and improvement of individual houses or small groups of dwellings in ‘yards’ in the town centre will continue to be encouraged (where they do not prejudice other proposals) to ensure the use of existing buildings and the enhancement of the ‘yards’ character.

Some sites in the town, currently in general industrial use, are surrounded by residential development. If owners wish to relocate, favourable consideration will be given to a change of use to residential development. It is difficult to assess the scale of such development that may take place in the Plan period.

~~Policy HAR 4: Change of use from industrial to residential in Harleston~~

~~Favourable consideration will be given to a change of use to residential development for sites in the town currently in general industrial uses which abut residential development if an alternative edge of town location can be found for the industrial use (also see policy HAR 3).~~

Attention: Please note that Local Plan policy HAR 4 has been discontinued since 28th September 2007 as part of the ‘saved policy’ process. Applicants should now instead refer to Local Plan policy HOU 5 (Residential development within the defined Development Limits of specified towns) and national planning policy statement PPS 3 (Housing).

4. Employment

The plan allocates 4.6 hectares of land for employment development, 3.6 hectares of which is adjacent to Spirketts Lane and 1.0 hectare at the eastern end of the former Dowdeswell/Howard Rotavator site.

Policy HAR 5: Employment allocations in Harleston

The following sites are allocated for employment development:

- i) Spirketts Lane (3.6 hectares)**
- ii) Eastern end of the former Howard Rotavator yard (1.0 hectare).**

In addition to those sites that are allocated for employment development it is evident that good use can be made of under-utilised industrial floorspace. It could be appropriate to subdivide and let some redundant factory and office space. Although the size and nature of the buildings will limit the market for their re-use, such plans for the redundant space should be encouraged to add to the supply of available employment sites.

Policy HAR 6: ~~Subdivision of Howard Rotavator plant, Harleston~~
~~Favourable consideration will be given to the further subdivision of the former Howard Rotavator plant for industrial use.~~

Attention: Please note that Local Plan policy HAR 6 has been discontinued since 28th September 2007 as part of the 'saved policy' process, because the scheme has been completed.

Sharmans Yard (to the east of Wharton's Nurseries) and the inter-connecting area is a location where a range of commercial and employment uses have developed. There is access to this area from Station Road and The Thoroughfare. Further development of this type of light industrial/employment uses will be encouraged in the existing buildings in this area.

Policy HAR 7: Small scale commercial and employment uses in Sharman's Yard, Harleston
Continued encouragement will be given to the development of small workshop scale commercial and employment uses in Sharman's Yard and its interconnecting areas.

5. Shopping

The opening of the Harleston bypass has enabled the town centre to become much more consolidated and create a better environment for shoppers and business people alike. A study of the shopping catchment area around Harleston demonstrated that shoppers are drawn fairly evenly from the surrounding parishes in South Norfolk, Mid-Suffolk and Waveney Districts. South Norfolk will seek to maintain and enhance the town's shopping and service centre role.

The Wednesday market plays an important role in maintaining the vitality of the town centre. The market uses both the Market Place and Exchange Street and creates an environment which adds to the popularity of the town with shoppers. The District Council will consider proposals for enhancing the area used by the market as a later phase of the town centre improvements.

The Central Business Area (defined on Inset Map 44B) includes the main shopping streets and also the area around Bullock Fair Close. The District Council will continue to provide for shopping floorspace by defining a Central Business Area in which a wide range of retailing development will be encouraged in line with policy SHO 4.

To maintain an appropriate balance between retailing and non-retailing uses within the town centre, The Thoroughfare has been identified as the Primary Shopping Area in which the loss of retailing uses will generally be resisted as defined in policy SHO 5. Certain non-retailing uses however also contribute towards the vitality of a town centre and will be appropriately located within the Secondary Shopping Area. This is defined as the remainder of the Central Business Area as shown on Inset Map 44B. Provision will be made for development in the Secondary Shopping Area within the

context of policy SHO 6, and within the upper floors of premises throughout the Central Business Area in accordance with policy SHO 7.

Policy HAR 8: ~~Secondary Shopping Area, Harleston~~

~~The Secondary Shopping Area comprises the Central Business Area other than The Thoroughfare, as defined on the Proposals Map (see Inset Map 44B). Provision will be made for development within this area in accordance with policy SHO 6.~~

Attention: Please note that Local Plan policy HAR 8 has been discontinued since 28th September 2007 as part of the 'saved policy' process. Applicants should now instead refer to Local Plan policy SHO 6 (Secondary shopping areas).

Outside the town centre it is appropriate that small scale shopping provision should be retained and encouraged on suitable sites to serve the needs of housing areas. The provision of such development is dependent upon commercial considerations but will be encouraged within the context of policies SHO 8 and 9.

6. Recreation

There is an estimated shortfall of approximately 1.4 to 2.2 hectares of leisure land to meet the existing requirements of the population of Harleston. The existing open space is concentrated in the form of formal playing fields on the Wilderness Lane recreation ground with additional small areas in existing housing estates and at the bowls club on Spirketts Lane. The District Council wishes to remedy this deficiency by allocating a suitable site.

Policy HAR 9: Public open space, Jays Green, Harleston

2.0 hectares of land at Jays Green is allocated as an area of informal landscaped public open space.

The site would provide an area for casual recreation use and offers a better geographical distribution of open space which is currently concentrated in the west of the town (including the Wilderness Road recreation ground and school playing field). The shape of the open space is designed to 'soften' the urban edge giving a more natural appearance. The layout and maintenance of the area would be the responsibility of the Town Council.

7. Traffic and circulation

i) Provision of additional parking

There are only limited possibilities for the provision of a new off-street car park in the historic core of the town. There is a site, located in the centre of the town, off Broad Street, previously used as a bus depot that could be developed as a public car park. Access is currently available adjacent to the church. The development of this site will require the use of some church land to give suitable access and to ensure the wall to 6 Broad Street is retained.

~~Policy HAR 10: Public car park, the bus depot site off Broad Street, Harleston~~

~~The District Council will develop a public car park on the site of the present bus depot off Broad Street.~~

Attention: Please note that Local Plan policy **HAR 10** has been **discontinued** since 28th September 2007 as part of the 'saved policy' process, because the scheme has been completed.

The development of a car park to the east of the town centre will create a better geographical spread of parking within the town centre, which is currently concentrated off Bullock Fair Close.

ii) Traffic circulation in the town

There is scope in the historic town centre to improve the traffic circulation system, enhancing the environment for shoppers and reducing conflict between pedestrians and vehicles. The County Council and District Council in conjunction with the Town Council and representatives of other local interests are devising a phased scheme of improvements for the Town Centre including the resurfacing of existing surfaces.

~~Policy HAR 11: Improvement of conditions for pedestrians in Harleston town centre~~

~~The District Council has been involved in a traffic circulation scheme which has provided better conditions for pedestrian and necessary vehicular traffic in the town centre. As part of any such scheme, the District Council will undertake street works and environmental enhancement to improve conditions for pedestrians in the town centre which will be concluded when works at Broad Street/Market Place are completed.~~

Attention: Please note that Local Plan policy **HAR 11** has been **discontinued** since 28th September 2007 as part of the 'saved policy' process, because the scheme has been completed.

Currently, good pedestrian links exist between the town centre and the rest of the built-up area and the District Council is anxious to maintain these. Where appropriate, new footpath links and footways will be encouraged notably around the junction of Jay's Green and School Lane.

Previous surveys have revealed problems with access to the town centre for delivery vehicles. The street pattern of the town indicates it is unlikely that rear accessing could be conveniently increased. The inconvenience and congestion caused by deliveries to the front is undesirable. These problems could be alleviated by imposing delivery restrictions associated with enhancement works and changes to the traffic circulation system.

Policy HAR 12: Improvement to rear servicing of commercial premises in the central area of Harleston

The District Council will seek, wherever possible, improvement to the rear servicing of commercial premises in the central area, providing there is no adverse effect on the townscape and architectural quality of the central area.

At present neither of the two largest food stores (Co-op and Budgen's) is serviced directly from the central core, an arrangement which the District Council is anxious to see maintained. The Highway Authority has indicated that there is an inadequate turning circle at the junction of Swan Lane and Weaverscroft for articulated lorries which serve the Budgen's store.

Policy HAR 13: Junction improvements at Swan Lane/Weaverscroft, Harleston

The District Council will press the County Council to improve the junction of Swan Lane/Weaverscroft to ensure that there is an adequate turning space for articulated delivery vehicles serving the Budgen's store.

8. Built environment

It is important to place an emphasis on the built environment and highlighted elements unique to Harleston. Previous plans for the area have led to the restoration of buildings, especially those located in the 'yards'. In most cases, the final improvement, that of resurfacing, which would complete the transformation of many of the 'yards' has yet to be carried out. Improvement to the floorspace mainly through resurfacing is required and grant aid will be made available to assist with schemes where appropriate.

Policy HAR 14: Resurfacing/landscaping of the 'yards', Harleston

The resurfacing and landscaping of the following 'yards' will be encouraged:

- i) Keeleys Yard**
- ii) Old Chapel Yard**
- iii) Old Post Office Yard**
- iv) Swan Hotel Yard.**

Elsewhere within the town centre landowners will be encouraged to undertake similar resurfacing and landscaping improvements. In addition, as part of any alteration to the traffic circulation system, proposals to widen and improve pavements will be formulated.

Policy HAR 15: Preservation and enhancement of the Conservation Area in Harleston

~~The District Council will formulate and make available for public consideration, specific proposals for the preservation and enhancement of the Conservation Area as part of the preparation of a Conservation Area Statement for the town.~~

Attention: Please note that Local Plan policy **HAR 15** has been **discontinued** since 28th September 2007 as part of the 'saved policy' process. Applicants should now instead refer to national planning policy guidance PPG 15 (Planning and the historic environment).

9. Lorry parking

The District Council acknowledges that the indiscriminate parking of heavy vehicles in residential areas is a matter of great concern. The provision of a heavy vehicle park would help to reduce this problem and the District Council in conjunction with the Town Council will therefore investigate the provision of a heavy vehicle park.

Policy HAR 16: Provision of a heavy vehicle park in Harleston

The District Council will investigate with the Town Council, the possible provision of a heavy vehicle park.

