SOUTH NORFOLK COUNCIL

SITE SPECIFIC ALLOCATIONS AND POLICIES DOCUMENT

PRE-SUBMISSION VERSION SEPTEMBER 2013
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1. INTRODUCTION AND CONTEXT

1.1 The Site Allocations and Policies (‘Site Allocations’) Document is part of the south Norfolk Local Plan. It designates areas of land for particular uses, most notably land to deliver housing, but also for other forms of developments such as employment, recreation, open space and community uses to;

- attract new businesses and enable existing businesses to expand and prosper,
- provide high quality new homes for now and future generations, expanding and enhancing the towns and villages in South Norfolk and;
- promote the aspiration for South Norfolk to be one of the best places to live, work and visit

1.2 The Site Allocations Document also sets out important policies for the development and delivery of the allocated sites. Together with the other constituent documents of the Local Plan - the Joint Core Strategy (adopted), the Development Management Policies Document, (in preparation), the Wymondham Area Action Plan (in preparation), and the Long Stratton Area Action Plan (in preparation) – it will be used for assessing planning applications and guiding development proposals to ensure high quality developments in South Norfolk. The following section details the documents which make up the new South Norfolk Local Plan more fully.

1.3 The site Specific Allocations and Policies Document runs to 2026.

2. A SUSTAINABLE FUTURE - SOUTH NORFOLK’S LOCAL PLAN

2.1 The District’s Adopted Local Plan (March 2003) is being replaced by the New Local Plan. The Local Plan provides a ‘blueprint’ for future development and growth in the South Norfolk Council area and seeks to embrace ‘spatial planning’ which addresses the social, environmental and economic needs of our communities now and in the future.

2.2 The new Local Plan is a suite of documents which together guide sustainable development and growth:
3. NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

3.1 The National Planning Policy Framework (NPPF) was published in March 2012, replacing a large number of national planning guidance and policy documents. The NPPF states, in paragraph 6, that “the purpose of the planning system is to contribute to the achievement of sustainable development” and that “the policies in paragraphs 18-219 of the NPPF, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice to the planning system”.

3.2 Whilst the primacy of the adopted development plan in the decision-making process remains unaltered by the NPPF, the NPPF is a material planning consideration. Paragraph 14 of the NPPF states that the “presumption in favour of sustainable development…should be seen as a golden thread running through both plan-making and decision-taking”.

3.3 Paragraph 14 of the NPPF also states that local planning authorities should “positively seek opportunities to meet the development needs of their area” and that Local Plans “should meet objectively assessed needs…unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits…”.
3.4 Paragraph 8 of the NPPF emphasises that “...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.” This principle has been a key theme during the production of the Site Allocations Document.

OTHER CHANGES TO THE PLANNING SYSTEM

3.5 The current Government has made a number of changes to the planning system to introduce new ways to plan future development and afford local opportunities for involvement in the planning process. This Plan fully embraces these most recent changes, which are:

- The introduction by Government of Neighbourhood Development Plans and Neighbourhood Development Orders. On adoption, these Plans and Order form part of the Development Plan. Cringleford Parish Council is progressing a Neighbourhood Development Plan, and submitted it to South Norfolk Council for examination in July 2013. An adopted Neighbourhood Development Plan will replace any relevant sites and policies in a Site Specific Allocations and Policies Document. Should a Neighbourhood Development Plan be progressed after the Site Specific Allocations and Policies Plan is adopted, then the Neighbourhood Plan upon its adoption will automatically replace relevant parts of the Site Specific Allocations and Policies Plan. Due to the significant progress being made on the Cringleford Neighbourhood Plan, which is likely to be adopted in advance of the Site Allocations Document, Cringleford has not been included in the Site Allocations Document.

- The introduction of the ‘duty to co-operate’ with adjacent local authorities and strategic infrastructure providers on key development proposals and infrastructure projects. The production of the Joint Core Strategy and continued joint working with Broadland District, Norwich City and Norfolk County Councils ably demonstrates that the ‘duty to cooperate’ has been met.

4. JOINT CORE STRATEGY (Adopted March 2011)

4.1 The Joint Core Strategy (JCS) was prepared jointly with by neighbouring authorities South Norfolk Council, Norwich City Council and Broadland District Council, working in partnership with Norfolk County Council. It sets out the strategy and vision that will influence planning and related
initiatives up to 2026 across the South Norfolk, Broadland and Norwich areas. It provides the development strategy which will guide the future decisions on where to locate new homes, businesses and leisure facilities but it does not specifically identify any particular sites for development. The Joint Core Strategy was adopted in March 2011 (see http://www.gndp.org.uk).

4.2 The JCS was subject to a successful legal challenge in 2012, and a small part of the plan was remitted back a stage for further work. This related only to growth in the Broadland part of the Norwich Policy Area. The Hearing into the submitted part-JCS took place in May and July 2013, and the Inspector’s Report is expected in November 2013. Because the successful legal challenge related only to Broadland, the parts of the JCS relating to development in South Norfolk remain adopted.

4.3 The JCS separates the areas of the three councils into two ‘zones’ – the Norwich Policy Area (NPA), which includes all of Norwich City and part of both Broadland and South Norfolk, and the Rural Area. Policy 9 of the JCS states that the NPA “is the focus for major growth and development” in the area of the JCS.

4.4 The JCS Settlement Hierarchy (paragraph 6.2) has five levels:
   i) Norwich urban area, including some urban fringe parishes (in South Norfolk, Colney, Costessey, Cringleford and Trowse);
   ii) Main Towns (in South Norfolk, Diss, Harleston and Wymondham);
   iii) Key Service Centres (in South Norfolk, Hethersett, Hingham, Loddon/Chedgrave, Long Stratton, and Poringland/Framingham Earl);
   iv) Service Villages, which are suitable for 10-20 dwellings each subject to form and character considerations (see Section 5 of this document for the full South Norfolk list);
   v) Other Villages, which will have a defined development boundary which could accommodate infill or small groups of dwellings subject to form and character considerations (see Section 6 of this document for the full South Norfolk list).

4.5 Policy 10 of the JCS identifies a list of major new or expanded communities in the Norwich Policy Area. Those in South Norfolk are:
Wymondham: at least 2200 dwellings and related elements. A Wymondham Area Action Plan is being prepared to implement the JCS requirements (see paragraph 5.1 below for more details);

Hethersett: at least 1000 dwellings and related elements;

Cringeford: at least 1200 dwellings and related elements. Cringeford Parish Council is preparing a Cringeford Neighbourhood Plan to implement the JCS requirements (see paragraph 5.2 below for more details);

Long Stratton: at least 1800 dwellings to ensure the delivery of a Long Stratton bypass, and other related elements. A Long Stratton Area Action Plan is being prepared to implement the JCS requirements (see paragraph 5.1 below for more details);

Easton/Costessey: depending on capacity expansion of the A47 Longwater junction, at least 1000 dwellings and enhanced local services (and other related elements).

4.6 A further element of JCS Policy 9 is that a further minimum 1800 dwellings must be delivered in South Norfolk in “smaller sites in the NPA and possible additions to named growth locations”. The JCS identifies the Key Service Centres, Service Villages and Other Villages which are in the NPA, and which may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

4.7 The table in paragraph 5.25 of the JCS sets out the overall scale of housing commitments necessary to deliver the JCS housing allocations (taking into account existing commitments at 2008). In South Norfolk, 9000 additional dwellings need to be allocated in the South Norfolk part of the Norwich Policy Area, and 1040-1580 new dwellings need to be allocated in South Norfolk outside the NPA. Clearly there have been a number of planning permissions granted since the base date for the JCS of March 2008, so the remaining number of houses needing to be allocated is somewhat lower. The precise calculations are explained in detail in Chapter 7.9 (Housing Calculations).

4.9 In addition to allocating overall housing and employment land numbers, the JCS contains a range of other policies, such as affordable housing levels (Policy 4), energy and water (Policy 3) and promoting good design (Policy 2).
5. SOUTH NORFOLK LOCAL PLAN DOCUMENTS ALLOCATING SITES

In addition to this Site Specific Allocations and Policies Document, three other South Norfolk Local Plan documents allocate sites to implement the JCS requirements; with the Cringleford Neighbourhood Plan also, on adoption, forming part of the Development Plan.

5.1 The Long Stratton Area Action Plan (see www.southnorfolk.gov.uk/longstratton) provides for development growth of at least 1,800 new homes and local employment opportunities, setting out the policies for delivering the growth and supporting infrastructure, in particular a bypass for the village, expanded facilities and environmental improvements and the management for its transformation into a small town. The Preferred Options iteration was consulted on publicly from May-July 2013, with the Pre-submission version due to be considered by Council in December 2013.

The Wymondham Area Action Plan (see www.southnorfolk.gov.uk/wymondham) provides for development growth of at least 2,200 new homes, about 20 hectares of employment land, town centre improvements as well as better services and facilities and infrastructure provision for the defined plan area. Public consultation on the Preferred Options iteration ran from January-March 2013, and the Pre-Submission iteration is being prepared to the same timescale as this Site Specific Allocations and Policies Document.


5.3 The Cringleford Neighbourhood Plan (see http://www.cringefordparishcouncil.gov.uk/neighbourhood.php) provides for at least 1200 homes, expansion of existing services, new pre-school provision and a new primary school, enhanced bus services and cycle routes to key employment locations and Norwich city centre and enhanced green infrastructure. Cringleford Parish Council is preparing the Neighbourhood Plan, which will allocate land and set the policies for its
growth. The extent of the Cringleford Neighbourhood Plan is shown on the
Proposals Map but all planning for growth in Cringleford is taking place in
the context of the Neighbourhood Plan, and not this Site Specific
Allocations and Policies document. All planning applications received on
land which is within the Cringleford Neighbourhood Plan Area will be
subject to the policies in the Neighbourhood Plan.

6. OTHER SOUTH NORFOLK COUNCIL PLANNING
DOCUMENTS

Development Management Policies Document
6.1 In addition to the site-specific policies in this Document, and the Policies
in the Area Action Plans for Wymondham and Long Stratton, the Council
is preparing the Development Management (DM) Policies Document.
This Local Plan Document sets out specific policies which will be used to
determine planning applications (alongside the JCS policies).

Some DM Policies are also place specific and apply across certain areas
e.g. policies to protect and enhance town centres. These areas are
shown on the DM Policies Inset Maps (see www.south-
norfolk.gov.uk/dmpolicies) and are NOT shown on the Site Specific
Allocations Inset Maps as they are not yet finalised. Consequently, there
is a requirement to ensure that these policies are also considered in the
context of the Site Allocations Document. To avoid repetition, there will
only be a brief reference to DM place-specific policies that appear in the
DM Policies DPD.

Other designations and constraints e.g. County Wildlife Sites, Sites of
Special Scientific Interest, Hazardous Installations, Special Areas of
Conservation, Ancient Monuments, Historic Parks and Gardens, Local
Nature Reserves and Neighbouring Authority areas are shown on the
Proposals Map for both the Sites Specific Allocations and Policies

South Norfolk Place-Making Guide Supplementary Planning Document (SPD)
6.2 The adopted South Norfolk Place-Making Guide SPD (see
http://www.south-
norfolk.gov.uk/planning/5287.asp) aims to
promote and secure high quality design in
new development within the district. It makes
clear what the Council expects when
determining planning applications and is applicable to all new
development with the exception of alterations and extensions to existing
properties, and design in the historic environment (listed buildings and
conservation areas) which are the subject of separate SPDs (currently
under preparation). The South Norfolk Place-Making Guide SPD sets out
a number of design principles based on recognised best practice. It
explains the key requirements that the Council will take into
consideration when assessing proposals for new development.

The Place-Making Guide expands upon the policies in the Joint Core
Strategy, in particular Policy 2 ‘Promoting Good Design’, and is a
material consideration in the determination of planning applications.

7. THE SITE SPECIFIC ALLOCATIONS AND POLICIES DEVELOPMENT
PLAN DOCUMENT (DPD)

7.1 Strategic Principles of the Site Specific Allocations and Policies
Document

- To allocate appropriate sites for housing and affordable housing, in the
  most sustainable locations within the most sustainable settlements to meet
  the Joint Core Strategy requirements

- To protect and allocate land for employment to promote economic growth
  and diversity for a wide range of jobs

- To seek the appropriate re-use of previously developed land

- To avoid allocating land in Flood Zones 2 and 3

- To avoid allocating land which will adversely impact on designated
  nationally and internationally sensitive landscapes such as SSSIs, Special
  Areas of Conservation (SAC), Special Protection Areas (SPAs), Ramsar
  sites and to positively enhance the natural environment and minimise the
  loss of undeveloped land.

- To ensure that all site allocations identify, where possible, any
  infrastructure requirements

- To ensure that all allocated uses positively protect and enhance the
  individual character of the area

- To ensure that site allocations are close to services so that people have
  ready access and minimal need to travel by car
How the Site Allocations and Policies Document has been developed

7.2 This Site Allocations Document has been developed over the past three years, involving discussion and collaboration with key infrastructure providers, delivery agents, stakeholders and local communities, through three full consultation exercises and a number of other consultation exercises. The following diagram shows the stages in the development of the Site Allocations and Policies Document and demonstrates where consultation has taken place.

Engagement with stakeholders

7.2.1 As indicated on the diagram three previous stages of consultation (two Issues and Option consultations and then Preferred Options consultation, followed by Amendments to Preferred Options) have been undertaken and the responses and participation in these has helped to shape the preparation of this Document. The last consultation stages (Preferred Options, and Amendments to Preferred Options) took place in September – October 2012 and March – May 2013. These stages presented the Council’s preferred sites for allocation, identified reasonable alternatives and outlined suggested site development policies for the delivery of any required
infrastructure or mitigation. The Site Specific Allocations and Policies Document is informed by the following essential inputs:

- The adopted Joint Core Strategy (March 2011)
- The Sustainability Appraisal process and assessment of sites
- Engagement with local communities, including all South Norfolk’s parish councils
- Engagement with landowners and developers (including the original ‘call for sites’)
- Engagement with infrastructure providers and key statutory consultees (such as the Environment Agency)
- Engagement with Norfolk County Council, all other Norfolk district councils (particularly those adjoining South Norfolk), and those councils in Suffolk adjoining South Norfolk (Suffolk County Council, Waveney and Mid-Suffolk District Councils, and relevant parish councils)
- Evidence base information.

7.3 Sustainability Appraisal and Evidence Base

7.3.1 A key requirement of ensuring that the plan is robust and appropriate is that the decisions are based on credible and reliable evidence. **Sustainability Appraisal (SA)** is the process which has been used to test the economic, social and environmental sustainability of the policies and sites considered as the Site Specific Allocations and Policies Document has developed. All Local Plan documents are required to undertake this process, which incorporates the requirements of the EU Strategic Environmental Assessment (SEA) Directive.

7.3.2 Sustainable development lies at the heart of the planning system and SA is required to perform a key role in providing a sound evidence base for the plan and form an integrated part of the plan preparation process. SA must inform the evaluation of alternatives and should demonstrate that the plan is the most appropriate given reasonable alternatives. The SA has been used to inform the Strategic Principles of this Development Plan Document and the site development policies. The SA Report has
been published alongside this document and provides details as to how the SA process has informed policy formulation and site selection.

7.3.3 It is important to note that, as described in Chapter 4 above, that the adopted Joint Core Strategy contains the settlement hierarchy for South Norfolk, and the general distribution of new homes and employment land across the district. The JCS was, of course, subject to its own Sustainability Appraisal. These strategic decisions in the JCS have therefore been followed in the Site Specific Allocations and Policies Document.

Consideration of Alternatives

7.3.4 Some 1,700 sites were put forward by landowners and developers as having potential for development, during the production of the document. The selection process was informed by a combination of Sustainability Appraisal, public and stakeholder consultation responses and assessments of site availability and deliverability. All sites suggested for development were considered carefully, and recommendations on site selection were approved by South Norfolk’s Cabinet for approval prior to inclusion in this document. Details of sites that have been assessed are included in the site assessment tables in the Sustainability Appraisal.

7.3.5 A number of background studies and technical reports have been produced to inform the decisions made regarding site allocations and policies within this document. All of these studies are available to view on either the Council’s website (www.south-norfolk.gov.uk/ss) or the GNDP website (www.gndp.org.uk/our-work/joint-core-strategy/) respectively:

- Strategic Housing Land Availability Assessment (GNDP)
- Green Infrastructure Study (GNDP)
- Infrastructure Delivery Plan (GNDP)
- Open Space, Sport & Recreation Assessment (GNDP)
- Employment Land Review (ARUP Study) (GNDP)
- Site Assessment Tables (South Norfolk Council)
- Landscape Character Assessment (South Norfolk Council)
- South Norfolk Place-Making Guide SPD (South Norfolk Council)
- JCS Topic Papers (GNDP)
- Greater Norwich Gypsies and Travellers Accommodation Assessment (GNDP)
- Historic Characterisation and Sensitivity Assessment 2009 (GNDP)
- South Norfolk Council/GNDP Annual Monitoring Reports (South Norfolk Council)
- Habitats Regulations Assessment (South Norfolk Council)
7.4 Safeguarding of Minerals and Waste Sites

7.4.1 South Norfolk has areas of land located on an identified mineral resource (sand and gravel) on the British Geological Survey (BGS) mineral resources map (2004). Paragraph 143 of the NPPF requires that Local Plans should "define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption that resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas". The adopted Norfolk Minerals and Waste Core Strategy does this through Policy CS16 (Safeguarding). Where an allocated site is identified as having underlying mineral resource, Policy CS16 will be referenced in the Specific Site Policy (where applicable).

Water Conservation and Management

7.4.2 South Norfolk has had a series of meetings with Anglian Water and agreed a position statement:

"All development in South Norfolk should have a drainage strategy that includes a sewerage capacity assessment, and will need to obtain approval for the surface water drainage system from the SuDS approval body once they are in place. No new surface water connections should be made to combined and foul sewers, and where possible existing connections to combined and foul sewers should be removed. Developments must evidence that the surface water management hierarchy has been followed. Site layout should safeguard natural flow routes to protect properties in case rainfall exceeds the capabilities of surface water systems."

7.4.3 Where an allocated site is identified as being constrained, it will be referenced in the Site Specific Policy (where applicable) to require that "Wastewater infrastructure capacity must be confirmed prior to development taking place".
7.5 Residential Land Allocations, Deliverability and Constraints

Information received from key stakeholders, infrastructure providers and delivery agents, relating to the deliverability of sites has been particularly important in ensuring that the plan is robust and deliverable. Some larger sites in the Major Growth locations are subject to constraints which may impact on how or when a site will be developed. Specific issues are highlighted within the policy relating to each site.

7.6 Habitats Regulations Assessment

7.6.1 To comply with European legislation, a Habitat Regulations Assessment (HRA) under the Habitats Regulations 2010 is mandatory for all relevant Local Plan documents. This is to ensure that policies and proposals will avoid adverse effects on certain habitats of national and international significance, whether these are already protected by a formal designation or are sites proposed for such protection (candidate sites). The Council may only adopt a plan after it has been shown that the Plan will not adversely affect the integrity of the sites concerned.

7.6.2 An Appropriate Assessment screening report of the Site Allocations and Policies Plan has been undertaken by Norfolk County Council on habitats of South Norfolk Council. Their report concludes that site proposals within the Site Allocations Plan either alone or in combination with other growth proposals identified in the JCS and other adjoining Local Plans, would be unlikely to have an adverse effect upon the integrity of any European site, subject to the delivery of the necessary mitigation as set out in the Appropriate Assessment of the JCS.

7.7 Community Infrastructure Levy

7.7.1 Working jointly as the GNDP authorities, a CIL charging schedule for each of the three authorities was prepared, which was examined in October 2012. Whilst the Examiner agreed with most of the proposals, he reduced the residential levy to £75 per m² in the Norwich Policy Area, and £50 per m² in the Rural Policy Area. At a Cabinet meeting on 9 May 2013, South Norfolk Council agreed in principle to adopt CIL, although this adoption has not yet happened.

7.7.2 All landowners/site proposers have been made aware that the Council has agreed in principle to adopt a Community Infrastructure Levy which will seek to implement a charging schedule for new development in order to require developers to contribute toward strategic infrastructure. For more information visit http://www.gndp.org.uk/our-work/cil/.
7.8 Viability and Deliverability of Land Allocations and Land Ownership

7.8.1 The Council is not aware of any land ownership constraints which would prevent development of sites in this plan within the plan period. All landowners/site promoters have confirmed in writing that their land is deliverable and viable for the proposed allocated development uses and associated developer requirements. A separate Plan Wide Viability Study has been undertaken to provide additional evidence that the Site Specific Allocations and Policies Document is viable.

7.9 Housing Calculations

As noted in paragraph 4.7 above, at the base date of the JCS (April 2008), the conclusion was that a minimum of 13,156 houses needed to be provided to 2026 to meet the assessed need for the South Norfolk part of the Norwich Policy Area. The Council is preparing Area Action Plans for Long Stratton and Wymondham to accommodate at least 1800 and 2200 of these dwellings respectively and Cringleford Parish Council are preparing a Neighbourhood Plan to accommodate at least 1200 of these dwellings.

In the rural part of South Norfolk, provision for 2368-2908 dwellings was required at the base date of the JCS (April 2008) to 2026 to meet the assessed need.

The table below summarises the permissions granted since 1 April 2008 (base-date of the Joint Core Strategy) up to 31 March 2013, the Joint Core Strategy residual commitments at 1 April 2008 and the revised commitment as at 31 March 2013. In conclusion, the Local Plan and Cringleford Neighbourhood Plan as a whole will provide for 13,568 dwellings. The Site Specific Allocations and Policies Plan seeks to accommodate the remaining requirement in the Norwich Policy Area and makes provision totalling 13,568, 412 units over the minimum requirement.

Outside of the Norwich Policy Area the table shows the Site Specific Allocations and Policies Plan makes provision for 3,149 units, 241 units over the minimum requirement.
<table>
<thead>
<tr>
<th>JCS Requirement 2008-2026</th>
<th>Built 1 April 2008 – 31 March 2013</th>
<th>Commitments at 31/3/13</th>
<th>Allocations being made in Cringleford, Long Stratton &amp; Wymondham</th>
<th>New allocations being made</th>
<th>Total dwellings provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>NPA</td>
<td>13,156</td>
<td>2351</td>
<td>2516</td>
<td>5200</td>
<td>3501¹</td>
</tr>
<tr>
<td>Outside the NPA</td>
<td>2368-2908</td>
<td>1187</td>
<td>833</td>
<td>n/a</td>
<td>1129</td>
</tr>
</tbody>
</table>

¹ Figure includes some allocated sites that have permission granted or a resolution to grant permission, but where the permission has not yet been implemented. Also excludes Care Home for Dementia Care at Poringland (60 units)
7.10 **New allocations** Housing allocations are made as follows:

**INSERT KEY DIAGRAM HERE SHOWING DISTRIBUTION OF ALLOCATIONS**

7.10.1 The tables below show the new housing allocations being made and those that have already been granted planning permission, up to 31.3.2013 and the employment allocations being made. Other types of allocations – such as for open space and leisure use – are included within the relevant site allocations policies for each settlement.

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Settlement</th>
<th>Allocation Minimum number of houses allocated</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAW1</td>
<td>Bawburgh</td>
<td>5</td>
</tr>
<tr>
<td>BRA1</td>
<td>Bracon Ash</td>
<td>20</td>
</tr>
<tr>
<td>BRAM1</td>
<td>Bramerton</td>
<td>10</td>
</tr>
<tr>
<td>COS1</td>
<td>Costessey</td>
<td>500</td>
</tr>
<tr>
<td>EAS1</td>
<td>Easton</td>
<td>900</td>
</tr>
<tr>
<td></td>
<td>Framingham Earl</td>
<td>SEE Poringland</td>
</tr>
<tr>
<td>HET 1</td>
<td>Hethersett</td>
<td>1080</td>
</tr>
<tr>
<td>HET2</td>
<td>Hethersett</td>
<td>40 (with Care)</td>
</tr>
<tr>
<td>HET4</td>
<td>Hethersett</td>
<td>106</td>
</tr>
<tr>
<td>KES1</td>
<td>Keswick and Intwood</td>
<td>10</td>
</tr>
<tr>
<td>LIT1</td>
<td>Little Melton</td>
<td>20</td>
</tr>
<tr>
<td>MUL1</td>
<td>Mulbarton</td>
<td>150</td>
</tr>
<tr>
<td>NEW1</td>
<td>Newton Flotman</td>
<td>30</td>
</tr>
<tr>
<td>POR1</td>
<td>Poringland</td>
<td>200</td>
</tr>
<tr>
<td>POR2</td>
<td>Poringland</td>
<td>100</td>
</tr>
<tr>
<td>POR4</td>
<td>Poringland</td>
<td>20</td>
</tr>
<tr>
<td>POR5</td>
<td>Poringland</td>
<td>60 place Care Home (dementia)</td>
</tr>
<tr>
<td>Settlements Rural Area</td>
<td>Allocation Minimum number of houses allocated</td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Alpington</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Aslacton</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Barford</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Barnham Broom</td>
<td>20</td>
<td></td>
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Allocations being made in the Norwich Policy Area total 3501 new homes. (Excludes 300 units of re-allocation at Poringland as this was in the JCS base date and also excludes the 70 place Dementia Care home allocated at Poringland). Allocations being made outside the Norwich Policy Area total 1129 new homes.

**7.11 Settlement Development Boundaries**

In addition to making new allocations, the Site Specific Allocations and Policies Document defines new Development Boundaries; all of the settlements in the Joint Core Strategy Settlement Hierarchy defined as Norwich Fringe, Locations for Major Growth, Market Towns, Key Service Centres, Service Villages and Other Villages have defined development boundaries. A Development Boundary sets out the area within which development proposals are, subject to normal planning considerations, likely to be considered favourably; whereas more restrictive planning policies will apply outside of the Boundaries. Refer to the applicable Policies in the Development Management Development Plan Document (see [www.south-norfolk.gov.uk/dmpolicies](http://www.south-norfolk.gov.uk/dmpolicies))
7.12 Employment land allocations are made as follows:

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<td>COS3</td>
<td>Costessey*</td>
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<td>Costessey*</td>
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<td>Hethel*</td>
<td>20 Hectares additional land allocated for advanced engineering and technology uses</td>
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<tr>
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</table>

* Employment Allocations in the Norwich Policy Area

### 7.13 Five Year Land Supply and ‘windfalls’

7.13.1 Paragraph 47 of the NPPF states that local authorities should identify and update annually a supply of specific sites sufficient to provide 5 years worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land.

The Site Specific Allocations and Policies Document allocates land for new houses to meet this requirement in South Norfolk. Although not included in any delivery assumptions, the Document includes the extension of development boundaries to make provision for some windfall development to occur over the plan period.

Due to the lack of a 5 year land supply in the Norwich Policy Area in recent years, some sites have been granted planning permission at least in part due to the shortfall, in advance of the Site Allocations and Policies Document. Some of these sites are allocated in this document but have been granted permission for more houses that their Preferred Option allocation intended; some sites now with planning permission had not been allocated. In all cases these sites will contribute to the 5 year land supply figures and help provide the flexibility, choice and competition promoted by the NPPF.

### DELIVERY IN THE PLAN PERIOD

7.13.2 Maintaining a 5 year land supply is a key requirement of the NPPF. In order to ensure that development sites are phased through the Plan and calculate a 5 year supply of land the following development rate assumptions have been used.
Site Size Assumption

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<tr>
<td>51 to 250 units</td>
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<td>251 to 500 units</td>
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<tr>
<td>1001+ units</td>
<td>Four medium/volume builders max 200 units/yr</td>
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</table>

7.13.3 It is anticipated that the Plan will be adopted in September 2014 and any later planning applications on allocated sites will carry due weight. Completion projection is for 2015/16 – allowing a year lead-in time for applications to be made and implemented. It should be noted however that many sites in the Norwich Policy Area have already gained planning permission and will consequently begin to be built out sooner. The following table shows the anticipated timescales for delivery. It is noted that most of the delivery occurs within the first five years due to many permissions already having been granted.

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7.14 Distribution of the ‘floating 1800’ smaller sites requirement in the Norwich Policy Area:

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<th>Settlement</th>
<th>No. distributed</th>
<th>Settlement</th>
<th>No. distributed</th>
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<td>Bawburgh</td>
<td>5</td>
<td>Spooner Row</td>
<td>15</td>
</tr>
<tr>
<td>Bracon Ash</td>
<td>20</td>
<td>Stoke Holy Cross</td>
<td>75</td>
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<tr>
<td>Bramerton</td>
<td>10</td>
<td>Surlingham</td>
<td>10</td>
</tr>
<tr>
<td>Costessey</td>
<td>Allocation = 400</td>
<td>Swardeston</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>Windfall sites</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>=160(11/12)</td>
<td></td>
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</tr>
<tr>
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<td>+257(12/13)</td>
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<tr>
<td>Hethersett</td>
<td>226</td>
<td>Tasburgh</td>
<td>20</td>
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<tr>
<td>Keswick</td>
<td>10</td>
<td>Trowse</td>
<td>Allocation =160</td>
</tr>
<tr>
<td>Little Melton</td>
<td>20</td>
<td>Tharston</td>
<td>Windfall site=120</td>
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<td>Mulbarton</td>
<td>150</td>
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<td>Newton Flotman</td>
<td>Allocation = 30</td>
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<td></td>
<td>Windfall site =8</td>
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<td>Poringland</td>
<td>Allocations =320</td>
<td>TOTAL DISTRIBUTION</td>
<td>2050 units</td>
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<tr>
<td></td>
<td>Windfall sites =5</td>
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</table>

TOTAL DISTRIBUTION = 2050 units
7.15 Norwich Policy Area and Rural Area Map

7.16 Monitoring and Implementation Framework

Monitoring is an important part of any plan making to ensure it is meeting its specified objectives. The Site Specific Allocations and Policies Document will be monitored annually against its strategic objectives and the findings published in an Annual Monitoring Report.

In addition the delivery of Housing and Employment Land and 5-Year land supply is already monitored and reported as part of the Joint Core Strategy.

The Site Specific Annual Monitoring Report will focus on the Strategic Principles of the Plan, (see below) and the Policies which cover each land allocation (see 7.10 Housing allocations and 7.12 Employment allocations).

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Services / facilities available in settlements</td>
<td>LPA</td>
<td>Minimal loss of services</td>
<td>LPA</td>
</tr>
</tbody>
</table>

SP1: To allocate appropriate sites for housing and affordable housing, in the most sustainable locations within the most sustainable settlements to meet the Joint Core Strategy requirements
### Affordable housing completions

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPAs, RSLs,</td>
<td></td>
<td>Figure within 10%</td>
<td>LPA/JCS AMR</td>
</tr>
</tbody>
</table>

### SP2: To protect and allocate land for employment to promote economic growth and diversity for a wide range of job

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of employment land</td>
<td>LPA</td>
<td>Zero loss of Employment land</td>
<td>LPA/JCS AMR</td>
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</table>

### SP3: To seek the appropriate re-use of previously developed land

<table>
<thead>
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<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Completions on Brownfield land</td>
<td>LPA</td>
<td>Within 10% of brownfield sites available year on year</td>
<td>LPA/JCS AMR</td>
</tr>
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</table>

### SP4: To avoid allocating land in flood zones 2 and 3

<table>
<thead>
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<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land allocated (Ha) in flood zones 2 and 3 contrary to advice from Environment Agency</td>
<td>Environment Agency / LPA</td>
<td>Zero</td>
<td>LPA AMR</td>
</tr>
</tbody>
</table>
SP5: To avoid allocating land that adversely impacts upon designated nationally and internationally sensitive landscapes, such as SSSIs, Special Areas of Conservation (SAC), Special Protection Areas (SPAs), Ramsar sites and to positively enhance the natural environment and minimise the loss of undeveloped land

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>As Indicators in JCS Spatial Planning Objective 9</td>
<td>See JCS Spatial Planning Objective 9</td>
<td>Various see JCS Spatial Planning Objective 9</td>
<td>As JCS Spatial Planning Objective 9</td>
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</table>

SP6: To ensure that all site allocations identify, where possible, any infrastructure requirements

<table>
<thead>
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<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allocated sites have identified infrastructure requirements</td>
<td>Norfolk County Council/LPA</td>
<td>90% identified in site policy</td>
<td>LPA planning applications determined</td>
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</tbody>
</table>

SP7: To ensure that all allocated uses positively protect and enhance the individual character of the area

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>% of housing completions scoring silver standard in Building for life criteria</td>
<td>LPAs, Developers, CABE</td>
<td>Year on year increase see JCS AMR</td>
<td>JCS AMR /LPA</td>
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</table>
**SP8: To ensure that site allocations are close to services so that people have ready access and minimal need to travel by car**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Main Agencies</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access to services and facilities by public transport</td>
<td>Norfolk County Council</td>
<td>Increase at each survey</td>
<td>JCS AMR</td>
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</tbody>
</table>

**8  SITE ALLOCATION AND POLICIES SECTIONS**

**Proposals Map and Inset Maps**

If a settlement does not appear in the following sections then it is likely to be a classified as a ‘small rural community’ which do not have a defined development boundary or any development proposed in the Site Specific Allocations and Policies Document. Any development proposals in these settlements will be assessed against the policies of the Local Plan Development Management Policies Document see www.south-norfolk.gov.uk/dmpolicies

**SECTION 1 – Major growth locations (Norwich Policy Area)**

**JOINT CORE STRATEGY POLICY 9**
Settlements will be listed with corresponding map numbers and hyperlinked within the document.

SECTION 2 - Norwich fringe parishes (Norwich Policy Area)

JOINT CORE STRATEGY POLICY 12

Settlements will be listed with corresponding map numbers and hyperlinked within the document.

SECTION 3 - Main towns (Rural Area)

JOINT CORE STRATEGY POLICY 13

Settlements will be listed with corresponding map numbers and hyperlinked within the document.

SECTION 4 – Key Service Centres

JOINT CORE STRATEGY POLICY 14

(a) Norwich Policy Area Settlements; (b) Rural Area Settlements:

Settlements will be listed with corresponding map numbers and hyperlinked within the document.

SECTION 5 – Service Villages

JOINT CORE STRATEGY POLICY 15

(a) Norwich Policy Area Settlements; (b) Rural Area Settlements:

Settlements will be listed with corresponding map numbers and hyperlinked within the document.

SECTION 6 – Other Villages

JOINT CORE STRATEGY POLICY 16

(b) Norwich Policy Area Settlements; (b) Rural Area Settlements:

Settlements will be listed with corresponding map numbers and hyperlinked within the document.

SECTION 7 – Smaller Rural Communities

JOINT CORE STRATEGY POLICY 17

Settlements will be listed with corresponding map numbers and hyperlinked within the document.
APPENDIX XX - Separately published Sustainability Appraisal Report including Site Assessment Tables and Habitats Regulation Assessment
Policy 10 of the Joint Core Strategy (JCS) sets a target of at least 1,000 new homes for the Easton/Costessey area between 1 April 2008 and 31 March 2026. The Easton/Costessey area is also a prime location to accommodate part of the 1,800 units in the Norwich Policy Area that the JCS does not attribute to a particular settlement.

**Form and Character**

Easton originally developed as a ‘street village’ along the main Dereham Road. Estate scale development has occurred to the south, including the recent College Heights development. The village was bypassed by the creation of the A47 Norwich Southern Bypass, resulting in a number of small cul-de-sac developments filling the area between the village and the A47.

The Village sits on a plateau between the valleys of the Rivers Tud and Yare. The South Norfolk Landscape Character Assessment identifies the area around the A47 as relatively degraded due to the extensive areas of mineral extraction and significant commercial development. The relatively uniform density of housing in Easton, with many properties backing onto the surrounding countryside, means that current development is not well integrated with the landscape. South of the village the landscape is noticeably more rural in character, whilst to the west the Grade 1 Listed St Peter’s Church looks over a relatively open landscape.

To the west of the village the Royal Norfolk Showground forms a significant break in development between Easton and Costessey (see Costessey section)

**Services and Community Facilities**

Despite an estimated population at 2010 of over 1,400 people (ONS) the village has a relatively limited range of services, which includes St Peter’s CEVC primary school and village hall (with part time post office). Easton College also provides a number of high quality sports/recreation facilities that are available for public use.

Employment immediately within the village is relatively limited, with Diocesan House at the western end, plus some small local employers. To the south of the village is Easton College which is an important education provider for the wider sub-region as well as providing sports, recreation and conference facilities and being a significant employer. To the east of the village are a number of other employers which form part of the wider Longwater employment area as well as the Royal Norfolk Showground (policies for Longwater and The Showground can be found in the Costessey section).

The proximity of large-scale retail, leisure and employment development at Longwater limits the viability of facilities within the village itself. A number of key services for the village are located in New Costessey, including the Ormiston Victory Academy, Roundwell Medical Centre and Costessey Library. Consequently enhanced access to facilities in Longwater and New Costessey will be a requirement for large-scale new development.
**Communication**

Easton is strategically well placed for development, with access to the trunk road network at both the A47 Easton and Longwater junctions. These junctions (particularly Longwater) have capacity problems at peak times, short, medium and/or long term improvements to address capacity will need to be agreed with the Highways Authorities.

The village is already on bus routes that connect to Norwich city centre, the Norfolk and Norwich University Hospital as well as other larger settlements including King’s Lynn, Dereham and Great Yarmouth. There are also a number of dedicated routes serving Easton College. However, the village would benefit greatly from improved connections to facilities in Costessey, on foot, bicycle and bus. The A1074 Dereham Road is one of the main radial routes into Norwich, with plans under the JCS and the Norwich Area Transport Strategy (NATS) to create a Bus Rapid Transit (BRT) route; Phase 1 of which is already being implemented.

**Development Boundary and Constraints**

The development boundary has been drawn to include the main built form of the settlement and include the allocated land. Careful consideration will need to be given to both integrating development with the surrounding landscape, particularly where it becomes more undulating and rural to the south of Easton, and looking at opportunities to enhance the areas around the A47, creating a more attractive gateway to South Norfolk and Norwich. Consequently the policy for the main allocation at Easton has a relatively low gross density which will allow for landscaping and green infrastructure to protect biodiversity features, integrate development with the surrounding countryside and provide an element of screening to neighbouring uses, including the A47 Trunk Road.

Easton College has developed significantly over recent years with the creation of a range of new buildings and facilities. The College will play an important role in promoting Norwich as a ‘learning city’ (JCS Policy 7) and proposals for any further development of Easton College will be considered against relevant national and local policies; however the campus remains outside the Development Boundary.

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**Policy EAS 1 : Land South and east of Easton**

52.6 hectares of land is allocated for housing and associated infrastructure. This allocation will accommodate approximately 900 dwellings and supporting facilities, including a new village centre.

Planning applications for this site will need to address the following criteria:

**Master Plan**

A comprehensive master plan which will need to cover the provision of social and green infrastructure and highways improvements, taking into account the other requirements of this policy, and address:
Phasing which clearly identifies when key infrastructure will be provided in relation to the provision of new housing. Phasing should be designed to ensure development minimises the disturbance to existing residents;

- The relationship to any continued expansion of Easton College, the Royal Norfolk Showground (including the loss of any land currently used for Showground parking) and the proposed Easton Gymnastics Club site (Policy EAS 2);
- The approach to densities across the allocation, including higher densities close to the proposed village centre;
- Careful consideration of development west of the allotments, including the possible retention of this area as open space.

**Enhanced Facilities**
- Provision of a new village centre in the vicinity of the indicative site shown on the Easton Inset Map, to include a new village hall, village green/focal recreation space, post office/small scale convenience goods retail opportunity (approx. 250m² net), shared parking provision with primary school;
- Expanded primary school provision in agreement with the Education Authority.

**Landscaping and Green Infrastructure**
- Protection of the open setting of St Peter’s Church and the wooded setting of Diocesan House and the Vicarage;
- Protection of the existing allotments and any other sites in community use, or relocation to an equivalent or better site;
- Provision of a landscape buffer and enhancements to the A47 corridor - layout and landscaping should take into account both visual enhancement and the noise implications of the neighbouring A47 and Showground and include any proposals for acoustic barriers;
- Identification and protection of significant biodiversity features, including trees and hedgerows, incorporated within open spaces and with off-site mitigation where on-site protection cannot be achieved;
- Green infrastructure enhancements, including the approach to the area between the village and Easton College;
- Proportionate contributions to the access improvements to the Yare Valley and Bawburgh/Colney Lakes.

**Transport**
- Highways and transport improvements agreed with Norfolk County Council and, where appropriate, the Highways Agency, to include:
- Proportionate contributions to short, medium and long term improvements to the A47 Easton and Longwater junctions to ensure that junction capacity does not become a constraint on development;
- Provision of new vehicular accesses for development to the south of the village, to supplement Marlingford Road and Bawburgh Road;
- Provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit, (BRT), including improved access to facilities in Costessey, and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan;
- Safe and convenient pedestrian and cycle links to key locations, including Longwater
employment and retail, Costessey Medical Centre, Ormiston Victory Academy, Costessey Park and Ride site and Easton College.

Site conditions and constraints
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources.
- Investigation of ground conditions at the former gravel pit site north of Dereham Road;
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Site layout to take account of water mains and sewers crossing site.

Easton Gymnastics Club
A site has been proposed as a location for a dedicated facility for the Easton Gymnastics Club, which has outgrown the facilities it currently uses at Easton College. Due to the specific requirements of a gymnastics facility, in particular the height of the necessary building, it will be important to protect the mature screening on the site. The site is surrounded on three sides by the proposed housing allocations and therefore should be considered in the context of any master plan for the allocation EAS 1.

Policy EAS 2: Easton Gymnastics club facility

1.4 hectares of land is allocated for a new Gymnastics Centre.

Planning applications for this site will need to address the following criteria:
- Retention of existing trees to screen the new development;
- Development of the site in the context of any master plan produced for Allocation EAS1
Policy 10 of the Joint Core Strategy (JCS) sets a target of at least another 1,000 homes for the Easton/Costessey area between 1 April 2008 and 31 March 2026. The Easton/Costessey area is also a prime location to accommodate part of the 1,800 units in the Norwich Policy Area that are currently not attributed to a particular settlement.

Costessey has experienced considerable change over recent years. In the 15 years up to 31 March 2011 over 1,350 new homes were built in Costessey and 1,000 more with planning permission were still to be built. The parish has one of the largest populations in South Norfolk, with the 2010 ONS estimate in excess of 11,400 people.

The JCS reconfirms the status of Longwater as a ‘strategic employment location’ for the Norwich area which should be consolidated through completion/intensification of the 2003 SNLP allocation. Take-up of employment land at Longwater has also continued to be steady, with new employers and an expanded range of uses.

**Form and Character**

Costessey is situated to the west of Norwich in the valleys of the Rivers Wensum and Tud. The 2001 Landscape Character Assessment of South Norfolk indentified continued suburbanisation as a particular threat to the character of these valleys. Consequently recent development has focused on the former gravel workings at Queen’s Hills and at Lodge Farm on Dereham Road. The parish is made up of a number of distinct areas:

- **Old Costessey** is a historic settlement developed along the Street, south of a loop in the Wensum, and extending into a linear form following the line of the river along West End. The River Wensum is afforded international Special Area of Conservation (SAC) status and at the western end of the village there are a number of Sites of Special Scientific Interest (SSSI) and County Wildlife Sites (CWS) within the valley.

  The village has a strong historic character, with Conservation Areas covering key areas and features. There are a variety of 17th and 18th century buildings, many of which are listed, and the narrow streets with historic buildings sitting hard on the edge of the road limits the potential to accommodate traffic generated by additional development. Woodland in the Tud and Wensum Valleys create an important backdrop, with notable areas of within the Development Boundary protected as Important Spaces through the Development Management Policies document.

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1 The areas described as New and Old Costessey do not correspond with the South Norfolk Council Wards, but refer more broadly to the areas of development.
• *New Costessey* is predominantly a densely developed area of 20th century housing parts of which effectively function as a suburb of Norwich. The Tud Valley provides an important and attractive break between New and Old Costessey. The breaks in development where Townhouse Road/Norwich Road and Longwater Lane cross the Tud help maintain the separate identities of New and Old Costessey. The wooded Valley sides make the Tud Valley distinctive in South Norfolk, with the East Hills Wood County Wildlife Site being a prominent feature in New Costessey. South of the recent Lodge Farm development and the new allocations (COS 1 and COS 2) the valley of the River Yare marks the transition into Open Countryside in the parish of Bawburgh. The Landscape Character Assessment highlights the Yare Valley as ‘an open and distinctive boundary to the city of Norwich’ which should be maintained to ‘provide a “green buffer” between the city and its rural hinterland’ (Vol. 2, Para 14.11).

• *Longwater* is a more recently developed commercial area which utilises areas of semi-derelict land and former minerals workings and contains a mix of retail, leisure, business and industrial uses. South of Longwater is the Royal Norfolk Showground, location of the annual Royal Norfolk Show and an important regional asset. The Showground is also a significant visual break in development between Costessey and neighbouring Easton.

• *Queen’s Hills* is a new community currently under construction in a former gravel working between the Tud and Wensum Valleys. The development is screened by extensive tree belts to the north, east and west, parts of which are designated as County Wildlife Sites. A new country park will form the setting of the development to the south, integrating it with the valley landscape. The Queen’s Hills access road (Sir Alfred Munnings Road) links the housing directly to the services and employment at Longwater, whilst a planned community centre and playing fields will be shared with Old Costessey.

**Communication**
Strategically Costessey is well placed for new development. The area benefits from access to the trunk road network at the A47 Longwater Junction, although it is acknowledged that this junction is already under significant pressure at peak times and requires improvement to accommodate further growth. To minimise additional pressures on the junction, Norfolk County Council (as Highways Authority) wishes to see new allocations which ‘maximise accessibility to high quality public transport’ (NCC, Nov 2011).

The A1074 Dereham Road is one of the main radial routes into Norwich, with plans under the JCS to create a Bus Rapid Transit (BRT) route, Phase 1 of which is already being implemented. Costessey also benefits from one of the city’s Park and Ride sites, which includes a direct service to the Norfolk and Norwich University Hospital.

**Services and Community Facilities**
The settlements have a wide range of services and community facilities, including:
• a new, purpose build medical centre;
• primary and secondary schools;
• a variety of local shops, services and employment opportunities, including a local centre along Norwich Road, plus large-scale retail and employment serving a sub-regional catchment;
• Leisure facilities, including pubs, restaurants, gym and golf club;
• a range of community buildings at the Costessey Centre and Breckland Road, providing a range of meeting and function rooms, plus recreation facilities, and permission for a new facility at Queen’s Hills;
• Library.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. The nature of existing development in Costessey means that there are few opportunities to create small, infill plots. In particular Queen’s Hills and the majority of New Costessey feature more modern, higher density development, where the design and layout leaves little opportunity for infilling. In Old Costessey a number of areas to the north of The Street and West End are excluded as being within Flood Zone 2 as defined in the 2008 Strategic Flood Risk Assessment. A few small areas of development lie outside of the Boundary at either end of the village, but these are excluded to maintain the character of the periphery.

Allocations
COS 1 allocates 29.6 hectares of land for housing and associated infrastructure to the south of the A1074 Dereham Road and west of the current Lodge Farm development. COS 2 is an associated allocation for green infrastructure to the south of COS 1, which is designed to accommodate formal and informal outdoor recreation opportunities and biodiversity enhancements.

Policy COS 1: Land West of Lodge Farm, Dereham Road

29.6 hectares of land is allocated for housing and associated infrastructure. This allocation will accommodate approximately 500 dwellings and associated infrastructure.

Planning applications for this site will need to address the following criteria:

**Master plan and phasing plan**
• A comprehensive master plan will need to cover the provision of social and green infrastructure (including the implementation of Allocation COS 2) and highways improvements, taking into account the other requirements of this policy;
• A phasing plan which clearly identifies when key infrastructure will be provided in relation to the provision of housing. Phasing should be designed to ensure development minimises the disturbance to existing residents;

**Enhanced facilities**
• Provision of a site for a single form entry primary school in a convenient location for the existing and proposed development;
Landscaping and Green Infrastructure
- Provision of a landscape buffer and enhancements to the A47 corridor – layout and landscaping should take account of both visual enhancement and the noise implications of the A47, the Longwater junction and the Showground and include any proposals for acoustic barriers;
- Proposals will need to take account of the gateway location for Costessey and Norwich and the transition to the rural landscape to the south (the later in conjunction with the implementation of Allocation COS 2);
- Proportionate Contribution to access improvements to the Yare Valley and Bawburgh/Colney Lakes.

Transport
(Highways and transport improvements agreed with Norfolk County Council and, where appropriate, the Highways Agency)
- Appropriate and proportionate contributions to short, medium and long term improvements to the A47 Longwater Junction to ensure that capacity does not become a constraint on development;
- Provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT) and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan;
- Safe and convenient pedestrian and cycle links to key locations including access to Longwater employment and retail, Bowthorpe employment area, key facilities in Costessey including the Roundwell Medical Centre and Ormiston Victory Academy.

Site conditions and constraints
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources and is within a minerals and waste consultation area. Developers will need to consult Norfolk County Council (Minerals and Waste Policy) as part of any future application on the site;
- Investigation of potential landfill gas migration from the Costessey landfill sites;
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Layout to take account of the water main crossing site.

Policy COS 2 : Land South west of Lodge Farm, Long Lane

5.5 hectares of land is allocated for green infrastructure in association with Allocation COS 1.

Planning applications for this site will need address the following criteria:

- Landscape setting of Allocation COS 1 and Norwich City;
COS 3 allocates 13.3 hectares of land over four sites, to fulfil the Joint Core Strategy requirement of consolidating the Longwater Employment Area.

Policy COS 3 : Longwater Employment Area

13.3 hectares of land is allocated for employment uses.

Planning applications for these sites will need to address the following criteria;

**Uses**
- Principally for Class B1, B2 and B8 employment uses;
- Other employment uses that are **not** identified as main town centre uses in the National Planning Policy Framework

**Transport**
- Appropriate and proportionate contributions to short, medium and long term improvements to the A47 Longwater Junction to ensure that capacity does not become a constraint on development;
- Proportionate contributions to Dereham Road Bus Rapid Transit (BRT) and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan;
- Safe and convenient pedestrian and cycle links to key locations including access to Longwater retail and nearby residential locations at Queens Hill’s, New Costessey and Easton.

**Constraints**
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Protection of Long Dale County Wildlife Site to the north of the Employment Area;
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources and is within a minerals and waste consultation area. Developers will need to consult Norfolk County Council (Minerals and Waste Policy) as part of any future application on the site.

Principally the Longwater area was designated for B1, B2 and B8 uses, however the area has developed a wider variety of employers including car showrooms and a range of commercial and leisure uses (such as pub/restaurants, gym and hotel uses), and there is also a significant element of out-of-town bulky goods retail and supermarket floorspace. The Council considers it important to resist the loss of existing employment uses at Longwater, including the variety which has developed over a number of years. Policy COS 4 therefore seeks, in the first instance, to promote re-use of sites for their permitted or similar uses.
Policy COS 4 : Redevelopment of existing uses within the Costessey Longwater Development Boundary

Within the Costessey Longwater Development Boundary proposals for the redevelopment or change of use of existing employment, retail, commercial and leisure uses will demonstrate that retention of the site for the same or similar uses has been fully explored without success. This would involve:

- Six months marketing for the permitted and similar uses, using an appropriate agent; and
- Confirmation that the site has been offered on a range of terms agreed in advance to be reasonable on the advice of an independent assessor.

Where this has been demonstrated, sites within the Costessey Longwater Development Boundary will be considered positively for Class B1, B2 and B8 employment uses or other employment uses ancillary and complementary to the strategic employment function of the area, where they are not defined as a Main Town Centre use in the National Planning Policy Framework.

At the Royal Norfolk Showground the Council is keen to maintain the balance between the site being a significant break in development, whilst also allowing for its full potential as a tourism, recreation and business resource to be realised. Over recent years permission has been granted for a 150-bed hotel (not yet implemented as of September 2013) and extension and improvement of the existing exhibitions venue. The policy for the Showground allows for further enhancements to the facilities, subject to the criteria including amenity, highways safety (specifically including the capacity of the A47 Easton and Longwater junctions) and visual impact. The area south of Long Lane remains as Open Countryside, outside the Showground policy, reflecting the significantly more rural character of the landscape. Overall the site remains outside of the Development Boundaries for Costessey and Easton, in order to reflect the presumption against general building in this location.

Policy COS 5 : Royal Norfolk Showground

Planning applications for the use of the identified area for leisure, tourism, recreation, arts and exhibition uses will be considered positively proved that:

- Proposals would not require the erection of permanent buildings or other development (such as car parking, terracing, or bunding/landscaping) that would erode the open character of the site;
- Any new buildings and extensions are required to support the main functions of the Showground;
- Harm would not be caused by the nature, scale, extent, frequency or timing of proposed activities, including:
  1. Any noise or vibration likely to be generated, including from motorised sports or flying;
  2. Any light which could have an impact beyond the site itself.
- Highways and transport improvements to be agreed with Norfolk County Council and, where appropriate, the Highways Agency, including:
  1. Appropriate and proportionate contributions to short, medium and long term improvements to the A47 Longwater and Easton Junctions to ensure that capacity does not become a constraint on development;
  2. Provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT) and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan;
- Wastewater infrastructure capacity must be confirmed prior to development taking place.
Policy 10 of the Joint Core Strategy (JCS) sets a target of at least 1,000 dwellings in Hethersett between 1 April 2008 and 31 March 2026. The village is also a prime location to accommodate part of the 1,800 units in the Norwich Policy Area that the JCS does not attribute to a particular settlement.

As a location for major growth, policy 10 of the JCS identifies the need in Hethersett for expansion of village services, potential relocation of the junior/high school and additional primary provision, enhanced bus services and cycle and pedestrian routes and green infrastructure providing enhanced public access to the countryside. Policy 10 also states the need for expanded capacity of the A11/A47 Thickthorn junction, on which this growth is dependant. JCS Policy 4 further identifies a need for mixed tenure housing with care in Hethersett. Local employment opportunities within the village itself are limited to a small-business office centre at Rowan House. However, there are further local employment opportunities north of Hethersett at Little Melton Business Park.

Form and Character
Hethersett is located on the B1172 on an elevated area of land which falls away towards the north-west and south-east. The edge of the village has clearly defined boundaries on three sides; to the north-east by Shop Lane/Back Lane, to the south-east by the B1172 including attractive wooded areas and undeveloped spaces, and to the west by New Road which gives a rather harsh developed edge to the village when viewed from the west. The village is physically close to Wymondham to the west and Little Melton to the north. There is a distinct change in character of the built-up areas to the north and south of the B1172, with earlier buildings mainly being concentrated close to this road. Housing density varies around the village, with lower density housing at the core of the village on narrow streets, and higher density estate housing at Lynch Green to the east and Poppyfields to the north-west. Open space within the village consists mainly of school playing fields, although there is the remnant of agricultural land at Beechgrove Farm within the village centre.

Services and Community Facilities
Hethersett has a wide range of facilities and services, including a new village hall/community centre, social club, an infant/nursery school, junior school and high school, convenience store/supermarket, range of small independent shops/services, post office, chemist, doctor and dentist surgeries, library and a small business centre.

Communication
Hethersett is well-related to the trunk road network, with easy access to the A47 and A11 via the Thickthorn junction where these two roads meet. However, this junction has capacity problems at peak times. Improvements to address capacity will need to be agreed with the Highways Authority and Highways Agency. Hethersett is on bus routes connecting to Norwich city centre and Wymondham. However, the village would benefit from improved pedestrian and cycle links to maximise its close
proximity to employment opportunities at Wymondham, Norwich Research Park, Hethel Engineering, University of East Anglia and the Norfolk and Norwich Hospital.

Development boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the newly allocated housing land. Further housing proposals on sites within the development boundary or outside of it will be assessed against the relevant policies in the Development Management Policies Document. The development boundary excludes the church, Hethersett Hall, Old Hall, North Lodge/Whitehouse Farm, Long Barn and Wood Hall due to their contribution to the setting of the village and the character of the southern part of Hethersett. The development boundary also excludes the newly allocated open space east of Poppyfields. This field is underlain by significant archaeological features, and the view of the Norfolk County Historic Environment Service was that informal open space would be the preferred use here.

Within the development boundary, there are areas of open space which will be protected through Development Management policies. The existing Central Business Area has helped to create a recognisable village 'centre'. This will also be protected through Development Management Policies.

Currently there is a Local Plan Policy to maintain a separation between Hethersett and Wymondham. The Greater Norwich Green Infrastructure Delivery Plan recommends maintaining the separation between Hethersett and Wymondham to the west, and Norwich to the east. For the period to 2026, this is expressed in a ‘strategic gap’ policy in the Development Management Policies Document, which re-establishes a landscape gap to the east and to the west of Hethersett. The South Norfolk Place-making Guide also advocates retention of the natural separation with neighbouring parishes. Due to Hethersett’s proximity to Little Melton and Wymondham, strategic landscaping will be required on allocated sites to support these separation policies.

There are two County Wildlife Sites to the north of the village at Beckhithe Meadow and Braymeadow. However, these exist in the countryside surrounding the village, and the 2007 Open Space Study identified that Hethersett itself has a local deficiency in natural/semi-natural greenspace and informal amenity space. The Greater Norwich Green Infrastructure Delivery Plan also identifies a shortage of this type of accessible open space. The village lies within the Norwich to Wymondham Green Infrastructure Priority Area, and the study recommends publicly accessible woodland or grassland of all sizes is needed. Subject to further studies being completed, this type of open space should be prioritised within developments in Hethersett.

There are high voltage electricity cables running between pylons to the north of Hethersett. These form a constraint as there would need to be a buffer zone between these cables and housing. Applications for development on sites in Hethersett have resolution to permit 1,196 dwellings, community infrastructure and open space to the north of Hethersett (2011/1804) and 158 dwellings to the west of Hethersett (2012/1814).
Policy HET 1 : Land north Hethersett

The site lies to the north of the Poppyfields development, the plant nursery on Grove Road, Longview, the village hall and Back Lane, and south of Beckhithe Meadow CWS, Holly Tree Farm and south-west of Braymeadow CWS. Due to the size of this allocation, a range of supporting infrastructure and facilities will be required, and the site should be masterplanned to maximise integration with the existing settlement and other allocations in Hethersett. Approximately 68ha is allocated for mixed use, to include housing, community uses, open space and green infrastructure. This will include approximately 1,080 dwellings.

Planning applications need to ensure the following criteria are met:

**Masterplan and Phasing Plan**
- A comprehensive masterplan must include provision of social and green infrastructure and highway improvements, including Thickthorn junction
- A phasing plan which clearly identifies when key infrastructure will be provided in relation to the provision of new housing. Phasing should be designed to ensure development minimises the disturbance to existing residents

**Enhanced Facilities**
- Community facilities, such as formal open space and/or buildings dedicated to community uses will need to be included within the overall development in accordance with the most up to date needs assessment
- Expansion of local schools or provision of land for additional school/s will need to be agreed with the Education Authority
- Development of the site may require financial contributions to fund improvements to the surrounding road network in addition to any Thickthorn junction improvements.

**Landscaping and Green Infrastructure**
- Layout and landscaping of final scheme must minimise the impact on the strategic gap between Hethersett and neighbouring settlements
- Design should respond to the layout of earlier settlement patterns around commons and greens or other focal points
- Design of scheme must integrate landscape, open space and footpaths with the existing settlement
- Maximise the benefit of green infrastructure provision and avoid adverse impact designated sites, linking ponds, water courses and hedgerows
- The landscape buffer to the north should provide green infrastructure links between Beckhithe Meadow and Braymeadow County Wildlife Sites and incorporate existing woodland and hedgerow features across the site

**Transport**
- Highways and transport enhancements to be agreed with the Highways Authority and where appropriate the Highways Agency
Vehicular access onto Colney Lane will be required.
Footpath and cycle route to Norwich Research Park and Little Melton will be required, and additional public rights of way to increase access to the countryside.
Design of scheme must minimise impact on existing roads in the village by limiting the amount of additional traffic accessing the local road network.

**Site Conditions and Constraints**
- Site layout must account for high voltage power lines to the north of the site, which will need a suitable separation buffer. Other factors affecting the final layout include an oil pipeline crossing north-eastern corner of the site, water mains and sewers crossing the site, and the need for a buffer zone around sewage pumping stations.
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.
- Wastewater infrastructure capacity must be confirmed prior to development taking place.
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

**Policy HET 2 : Land north of Grove Road**
This site includes the plant nursery and adjacent land forming the curtilage of 36 Grove Road. The JCS identifies a need for mixed tenure housing with care in Hethersett. Land amounting to some 3.8 hectares is allocated for at least 40 places of ‘extra care housing’, or a different figure in line with the most up to date needs assessment.

The developer of the site is required to ensure the following:
- The site should integrate with existing development and development under policy HET1, and should be masterplanned alongside HET1.
- If developed independently, proposals for the site should accord with the principles of any agreed masterplan for HET1.
- Wastewater infrastructure capacity must be confirmed prior to development taking place.
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

**Policy HET 3 : land west of Poppyfields**
This site lies to the south-west of HET1 policy area, and to the west of the Poppyfields development, and is underlain by a significant archaeological site. Housing is unlikely to be deliverable here, as the requirements for excavating and preserving the site would be significant. The Historic Environment Service has advised that informal open space would be the preferred use here, which could be delivered alongside other developments in Hethersett. The site is currently earmarked by developers of HET1 for an access road.
which is planned to run along the edge of the site. The land amounts to approximately 6.5ha.

The “developer” of the site is required to ensure the following:

- Open space provision integrates with the existing settlement and new development to the north of the village under policy HET1 and to the south of the site under policy HET4
- Archaeological surveys must be carried out prior to any groundwork, and the views of the Historic Environment Service should be sought at the earliest stage

Policy HET 4 : land north of Great Melton Road

This site lies north of Gt Melton Road and Glengarry Close, and west of Cedar Road. The site comprises around 5.8ha and is allocated for approximately 106 dwellings.

Planning applications need to ensure the following criteria are met:

**Masterplan and Phasing Plan**
- Development must integrate with the existing settlement and new development to the north of the village under policy HET1

**Enhanced Facilities**
- Contribution is made towards expansion of local schools, as agreed with the Education Authority

**Landscaping and Green Infrastructure**
- Landscaping must reinforce the separation from Wymondham to the west
- Green infrastructure should include woodland creation to the west of the site, in line with Greater Norwich Green Infrastructure Delivery Plan
- There should be no negative impact on the setting of adjacent listed buildings and adjacent TPO woodland

**Transport**
- Provision of a footpath to New Road

**Site Conditions and Constraints**
- Site layout should take account of water mains and sewers crossing site
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.
Policy 9 of the Joint Core Strategy (JCS) identifies Hethel as a strategic employment location and states that there should be expansion of activity there, including a new technology park of around 20 hectares managed to focus on advanced engineering and the growth of technology capabilities. The JCS policy states that there should be improved accessibility, particularly to Wymondham. It also states that large-scale general employment development will detract from the unique Hethel offer and will not be appropriate.

Form and Character
Hethel is located to the south east of Wymondham and approximately 10 miles south of Norwich in the parish of Bracon Ash. The village itself is predominantly rural in character and comprises isolated groups of housing and farm buildings. Hethel is one of the main employment locations in South Norfolk and has been home to the head office and factory of Lotus Cars since the 1960’s. The Lotus factory is located on the former RAF Hethel airbase, with the test track using sections of the old runway. A more recent development is the Hethel Engineering Centre, which occupies a prominent position on the road through to Wymondham. This is dedicated to supporting the growth and success of high performance engineering and manufacturing companies and individuals throughout the region. The centre offers business incubation space, specialist business support, engineering consultancy and conference/training facilities.

Services and Community Facilities
The settlement of Hethel has a very limited range of services and facilities, other than those provided by the existing businesses. There is currently no public transport serving Hethel, although improving accessibility is a key consideration of the JCS.

Development boundary and Constraints
A development boundary is drawn to include both the existing employment development at Hethel and the new allocation. The JCS states that general employment development will not be appropriate so policy HETHEL 1 seeks to limit new development within the development boundary (including the allocated site) to that linked with advanced engineering and technology based businesses. Further proposals for employment uses on sites outside the Development Boundary will be assessed against the policies in the Development Management Policies Development Plan Document.

Land to the South and South West of Lotus Cars is allocated for new engineering and technology based business use. A planning application (reference 2012/0293/C) was approved as an extension to the Hethel engineering centre in March 2012, this application is on land that forms part of the allocated site.
Policy HETHEL 1: Restriction of employment uses at Hethel

New development within the defined development boundary at Hethel will only be permitted if it is associated with, or ancillary to, advanced engineering and technology based businesses.

Policy HETHEL 2: Land South and South West of Lotus Cars

The site lies to the south and south west of Lotus Cars and is located to the north of Wymondham Road and west of Potash Lane. The site will form an extension to existing employment development at Hethel and will help to integrate the Hethel Engineering Centre with the existing developed area. Due to the size of this allocation, a range of supporting infrastructure and facilities will be required, and the site should be masterplanned to maximise integration with existing businesses.

Land amounting to some 20 hectares is allocated for uses associated with, or ancillary to, advanced engineering and technology based business.

The developer of the site is required to provide the following:

- A Masterplan for the whole site. The site to be planned in a way that would enable access to adjacent land for future development if required. Ancillary uses may be permitted to serve the allocation and surrounding employment uses.
- Suitable and safe access
- Layout and landscaping to protect the residential amenity of nearby White Gables Farm
- Improved accessibility and cycleway links to Wymondham
- Improvements to the local footpath network
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development
- As part of the site is within a Hazardous Installation Consultation Zone the level of public risk will need to be assessed by the Council in consultation with the Environment Agency and the Health and Safety Executive
- Water main crossing site may affect the final site layout
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is within a minerals and waste consultation area. Developers will need to consult Norfolk County Council (Minerals and Waste Policy) as part of any future application on the site.
Colney (Norwich Policy Area)

Colney parish includes the Norwich Research Park (NRP), which incorporates the Norfolk and Norwich University Hospital (NNUH), as well as the Spire Hospital and Oakwood House Spire care home. As such Colney is one of the strategic employment locations in the Norwich area identified in Joint Core Strategy (JCS) Policy 9. The JCS seeks the allocation of around 55 hectares of specialist employment land for the first phase of a ‘next generation science park’.

In terms of residential development Colney has one of the smallest populations in South Norfolk, with approximately 160 residents (ONS, 2010). Policy 12 of the JCS identifies Colney as an urban fringe parish of Norwich in which land will be allocated for housing, where appropriate, to contribute toward the smaller site allowance set out in Policy 9. Although the parish could be suitable for residential development, a large area of the parish is devoted to employment, health and science uses and Colney sits between areas with large scale housing allocations (Cringleford – being taken forward via a Neighbourhood Development Plan; and Three Score/Bowthorpe – as part of the Norwich City Site Allocations Plan), limiting the scope for delivering residential development in the parish itself.

**Form and Character**

Colney is situated mainly within the Yare Valley and although dispersed in nature, forms an attractive identifiable settlement. Residential development is concentrated to the north of the Old Watton Road. The Spire Hospital and care home sit between the B1108 and the Old Watton Road, with the NNUH and NRP to the south of the B1108. Colney Hall is an important and significant feature, with an extensive locally listed historic parkland between the listed hall and the B1108.

The landscape south of the B1108, around the NNUH and the main NRP institutes, is more open in character, with few significant hedgerows; however there are densely planted shelterbelts and the area is generally well screened from the A47.

As part of the JCS the Yare Valley is identified as a key Green Infrastructure corridor, with the aim of improving access to the valley.

**Services and Community Facilities**

In terms of the hamlet of Colney, facilities are very limited, with a parish meeting room on Old Watton Road. Many of the institutions, particularly the NNUH, incorporate ancillary facilities such as shops, restaurants and meeting venues which are available to staff and visitors.

**Development Boundary and Constraints**

The Development Boundary encompasses:

- the main nucleus of housing focused around the church;
- the existing NRP, including the Norfolk and Norwich University Hospital;
- the Spire Hospital and Care Home; and
- the proposed extensions to the NRP.
The Development Boundary is designed to avoid unnecessary encroachment into the Yare Valley and the Norwich Southern Bypass Landscape Protection Zone (NSBLPZ)\(^1\) whilst facilitating growth of the NRP as one of the cornerstones of economic development in the Norwich area. The Boundary has also been defined to allow very limited residential infill on Old Watton Road.

In 2009 the NRP Development Framework Supplementary Planning Document (SPD) was adopted by the Council to assist in implementing the 2003 Local Plan allocations. The SPD contains a considerable amount of detail concerning issues such as the quality of design, environmental performance of buildings and the suggested transport strategy. The key elements of the SPD have been incorporated into:

- Policies COL 1 and 2, which allocate in excess of 43 hectares of land for science park, hospital and other ancillary uses; and
- COL 3 which concerns the redevelopment of existing hospital and science park uses within the Colney Development Boundary.

During 2012 and 2013 a number of planning applications have been approved, or have a committee resolution to approve, which cover the allocated sites. These applications have been assessed in light of the saved 2003 Local Plan policies for NRP and hospital expansion which cover site COL 1 and the content of the 2009 SPD.

Policies COL 1, COL 2 and COL 3 will limit uses primarily to Use Class B1(b) i.e. research and development, studios, laboratories and high tech, plus hospital related development. Ancillary and complementary uses will also be acceptable, so long as they are supportive of and essential to the core functions of the NRP and remain ancillary. Potential uses include: recuperative and respite care; education and training facilities; conference facilities for knowledge transfer; short stay accommodation; cafes/restaurants; and supporting business infrastructure e.g. legal and banking services. General offices, manufacturing, storage, distribution and other uses not connected with research and development will **not** be acceptable.

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**Policy COL 1 : Land adjacent to Norwich Research Park (NRP)**

39.4 hectares of land is allocated principally for a B1(b) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses. Planning applications will be considered positively for the above uses subject to addressing the following criteria:

**Uses**

- Acceptable uses will be research and development uses under Class B1(b) ‘research and development’ of the Town and Country Planning (Use Classes) Order 1987 (as

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\(^1\) The Norwich Southern Bypass Landscape Protection Zone is defined in the saved Policies of the 2003 South Norfolk Local Plan and the emerging South Norfolk Development Management Policies DPD
amended) plus hospital and hospital related uses. Other uses clearly ancillary to the main functions of the Norwich Research Park (NRP) and/or complementary to the main anchor institutions will also be acceptable.

**Master plan/infrastructure plan**
- Provision of a master plan, that includes phasing in relation to the delivery of infrastructure and integration with existing uses; provision of high quality buildings and spaces; provision of a central hub; and a landscape strategy and green infrastructure plan.
- The master plan should be supported by a utilities/infrastructure plan which will include the necessary transport improvements detailed below;
- Proposals for smaller sites within the overall allocation should accord with the principals of any agreed master plan and infrastructure plan.

**Transport**
Proportionate contributions to:
- Improvements to the B1108 Watton Road to 7.3 metre single carriageway standard and to the main junctions which access the NRP;
- Improvements to capacity at the B1108/A47 junction, to ensure that it does not become a constraint on development;
- Public transport improvements to encourage significant modal shift to/from and within the NRP, including links to the A11 Bus Rapid Transit corridor and the Thickthorn Park and Ride;
- Safe and convenient pedestrian and cycle links within the wider NRP and to/from significant areas of housing (specifically at Cringleford, Hethersett and Threescore/Bowthorpe);
- Parking ratios of approximately 1 space per 60m$^2$ of floor area (excluding plant);

**Design and Landscape**
- Landmark design quality, including a safe and attractive public realm, creating an integrated approach to existing and new development at the NRP;
- Exemplar sustainable development, achieving at least BREEAM ‘very good’ standard for new construction;
- Development contributes positively to the landscape setting including retention of the existing shelter belts, hedgerows and significant trees and linking of features to the wider landscape;
- Development density to reflect the transport constraints of the locality and the aspirations for design quality and landscaping;

**Constraints**
- Layout to take account of water main and sewers crossing the site;
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development;
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.
<table>
<thead>
<tr>
<th>Policy COL 2 : Land rear/east of Institute of Food Research (IFR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.7 hectares of land is allocated principally for a B1(b) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses. Planning applications will be considered positively for the above uses subject to meeting the criteria set out in Policy COL 1.</td>
</tr>
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<table>
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<tr>
<th>Policy COL 3 Redevelopment of existing hospital and science park uses within the Colney Development Boundary</th>
</tr>
</thead>
<tbody>
<tr>
<td>The redevelopment of sites currently in use for Hospital and Science Park development will be considered positively where it accords with the criteria set out in Policy COL 1.</td>
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</table>
Trowse with Newton (Norwich Policy Area)

Policy 12 of the Joint Core Strategy (JCS) identifies Trowse with Newton as an urban fringe parish of Norwich in which land will be allocated, where appropriate, to contribute toward the smaller site allowance set out in Policy 9, between 1 April 2008 and 31 March 2026.

**Form and Character**
The settlement was developed during the latter part of the nineteenth century where a model village of workers’ terraced cottages and associated social and community facilities were provided by the Colman family. The village is still dominated by these terraces. The historic core and part of the setting of the village is now a large Conservation Area. The village is set on the lower part of the eastern slope of the Yare valley. Two important spaces exist at Trowse Common which contributes to the setting of the terraces on White Horse Lane, and secondly the area north-west of Whitlingham Lane which lies in the Broads Authority area, separating the village from the commercial uses to the north, and Norwich City itself.

Between the main part of the village and the city boundary is the former May Gurney site which, together with the Deal Ground on the city side of the boundary, has planning permission for major redevelopment for Norwich City to 670 homes and other uses.

**Services and Community Facilities**
Trowse has a good range of social and community facilities and the village has very good accessibility to the Norwich. The school however is located on a very restricted site with little additional capacity. Taking into account the development permitted on the May Gurney / Deal Ground site in 2013, any large scale new development in Trowse will require the provision of a new school.

**Development boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement, other than those areas that fall within Flood Zones 2 and 3. A separate boundary has also been drawn around the May Gurney site which, although within Flood Zones 2 and 3, has been demonstrated to be capable of development with mitigation measures to address this issue through the planning permission now in place for this strategic site. The boundary has also been drawn to include a large new allocation for development but to specifically exclude the allotments which are of important community value.
Policy TROW 1 : Land on White Horse Lane and to the rear of Charolais Close & Devon Way

The site comprises of land amounting to over 9 hectares located between the existing village of Trowse and the A146 Trowse bypass. The land is currently agricultural land severed from other agricultural land by the A146. The land slopes downwards from the A47 in the east into the Yare valley floor in the east and includes a very small portion of land within Flood Risk Zones 2 and 3 at its western end. It is proposed to allocate the land for mixed use development comprising of approximately 150 to 160 dwellings and a new primary school.

The developer of the site will be required to provide the following;
- Development of the site to be masterplanned to provide a cohesive form of development
- Site to contribute to the delivery of infrastructure through S106 or the payment of CIL, including any required improvements to the Martineau Lane roundabout
- Provision of site for new primary school within the site of at least 1.4 hectares to be agreed
- Primary vehicular access from White Horse Lane with pedestrian and cycle access to the sports ground accessed from Hudson Avenue and the amenity space on Devon Way
- Development of the site will need to reflect the context of Trowse Conservation Area with particular consideration given into how the development fronts onto White Horse Lane taking into account the existing buildings opposite, existing pattern of development adjoining the site and the hedge on the site frontage.
- An extension to the footway along White Horse Lane will be provided to ensure there is a continuous footway from the site to the village centre.
- The development will be designed with appropriate landscaping to mitigate for any visual impact from the A146 and A47
- Anglian Water advice regarding foul sewerage capacity
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources

Policy TROW 2 : Land north of A146 & east of A47

Land amounting to some 3.2 hectares is allocated for a Park and Ride Site.

The developer of the site will be required to provide the following;
- A safe access shall be provided on to Kirby Road
- Satisfactory landscaping will be provided in order to minimise the visual impact of the site
Policy 13 of the Joint Core Strategy (JCS) identifies Diss as a Main Town which, subject to the resolution of servicing constraints, will accommodate least 300 new dwellings, between 1 April 2008 and 31 March 2026. After taking account of new permissions granted since the JCS base date, allocations are required for a minimum of 200 new homes.

Job growth will be encouraged to serve this growth and the town’s catchment. The JCS provides for the provision of 15 hectares of available employment land and the background evidence suggests this should include 7 hectares of new land allocations. These would be complemented by the allocation of land for commercial uses in the town centre. The JCS also states that the town’s general quality of life will also be enhanced by the encouragement of community measures to further its ‘Cittaslow’ status.

The Development Management Policies Document includes policies directly affecting Diss. The town centre is defined in, and the location of town centre uses is protected by DM Policy 2.4 (and associated map 1). DM Policy 2.5 further protects the primary shopping area and the mix of uses within the town centre. Also related to Diss, policy DM4.6 (and related map 6) continues the previous Local Plan policy protection of open spaces in Diss from harmful impacts of development.

**Form and Character**

Diss has an attractive historical town centre within a conservation area. This includes parkland and The Mere (a notable lake) adjacent to a core of main shopping streets with a market place that hosts a regular market. There are also two well located employment areas either side of the railway station to the east.

The town benefits from its rich heritage of historic buildings (including an exceptional concentration of listed buildings), streets and large enclosed public and private open spaces. The latter include Fair Green, The Park, the banks of The Mere, Parish Fields, Mount Street Gardens associated with the Manor House, Rectory Meadow and nearby school playing fields. Such spaces make a significant contribution to the historic character of the townscape and the conservation area. The Diss Heritage Partnership, comprising Diss Corn Hall Trust, Diss Town Council and the museum, co-ordinate regeneration projects in the centre of town, including the restoration of the Corn Hall and street landscaping work, and these improvements are supported in principle.

The Mere and the park have limited the development of the town centre to its west, while the town’s development has been constrained by the River Waveney to the south, and the valley of the River Frenze to the east and north. The town is also separated by areas of open fields to the west from the village of Roydon, and to the north east from the nearby hamlet of Walcot Green.
These valleys, their flood plains and other open areas provide an attractive landscape setting for the town with implications for the locations of future growth.

**Services and Community Facilities**
Diss has a large number of shops and services for a settlement of its size, including two supermarkets and a high school, reflecting its role as a market town serving a wide rural catchment. It is also on the mainline Norwich-London railway line, with a half-hourly service for most of the day. Approximately 3 miles away lies the Suffolk town of Eye, in the district of Mid Suffolk. On the former Eye Airfield (which covers some 135ha), is the Mid Suffolk Business Park, which offers significant employment opportunities, and has been earmarked for further employment development.

The JCS provides for the major expansion of town centre uses in or adjacent to the town centre and the strengthening of the town centre’s smaller scale non-food and leisure provisions. The 2007 Norwich Sub-Region Retail Study concluded a potential for new comparison goods shopping floor space of some 2600m² net to 2016 and 4500m² net to 2021, of which a small proportion has already been taken up. The study also identified a need for further eating and drinking establishments to support this retailing growth but precluded the need for further convenience goods stores due to recent expansion.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. The development boundary also includes important open spaces which contribute to the historic character of Diss.

Apart from some areas of flood risk in the Waveney valley to the south of the town, the sensitive landscape of Frenze valley to the east and south, and the need to prevent the coalescence of Diss and nearby villages, there are no other specific constraints to development.

**DIS 1 – Land north of Vince’s Road**
This site is to the south of a recent housing development, borders Vince’s Road employment area to the south and is bounded by the railway line to the east. It is well-located for services (employment opportunities, a ‘journey to work’ bus service, and infant and high schools).

Highways access needs to be provided to Frenze Hall Lane, through the recently completed residential development to the north (rather than Vince’s Road to the south) to avoid unacceptable traffic impacts.

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**Policy DIS 1 : Land north of Vince’s Road**

Land amounting to some 1.18 hectares is allocated for housing. This allocation could accommodate approximately 35 dwellings.
The developers of the site will be required to:

- Deliver an access from Frenze Hall Lane through the adjacent housing development to the north of the site;
- Provide appropriate landscaping along the boundary to Vince’s Road employment area;
- Contribute towards protection and enhancement of green infrastructure along Frenze Brook, including enhancement of the County Wildlife Sites and adjacent land currently used for informal access;
- Wastewater infrastructure capacity must be confirmed prior to development taking place.

**DIS 2 – Land off Park Road**

This site is currently in agricultural use and borders the River Waveney. Much of the site falls within Flood Zone 2 or 3 and is therefore not appropriate for residential development. Part of the site is also crossed by power lines. Opening up some further frontage of the River Waveney to extend the current riverside walk further to the west would add considerably to the attractiveness and functionality of this area.

Open space will also need to be provided to help deliver additional open space requirements for Diss. Some natural green space should also be provided in the form of trees, hedgerows, reedbeds, grassland etc. Any proposal for a very small amount of residential development on the site (in Flood Zone 1) will be considered on its own merits.

**Policy DIS 2 : Land off Park Road**

Land amounting to some 4.6 hectares is allocated for open space, green space and a riverside walk.

The site will be required to:
- Provide off-site open space requirements for new residential allocations nearby;
- Include some natural green space (such as trees, grassland, reedbeds etc);
- The river corridor should be protected and buffered with habitat creation along the river;
- Facilitate the provision of a riverside walk to join the existing riverside walk which currently runs as far as Morrison’s supermarket.

**DIS 3 – Land off Denmark Lane (in Roydon parish)**

This residential development site, although in the parish of Roydon, is adjacent to Diss, and is bounded by residential development to the east. A development to the north (Long Meadow), largely comprising affordable housing, is currently under construction. The proposed western boundary of site DIS 3 matches the western
boundary of Long Meadow, so the site would appear to be a natural extension of
Long Meadow. With appropriate landscaping to the western boundary, it would not
erode the gap between Diss and Roydon to any significant degree.

The site is well located for services, with five within 800m (primary school, dentist,
bus, employment opportunities and shops in Diss town centre).

The Highway Authority requires that access must be taken from Denmark Road, with
appropriate footway improvements made.

**Policy DIS 3 : Land off Denmark Lane (Roydon parish)**

Land amounting to some 1.6 hectares is allocated for housing. This allocation could
accommodate approximately 42 dwellings.

The developers of the site will be required to:
- make appropriate footway improvements and provide road access from Denmark
  Lane;
- provide a 10m landscape belt to western boundary reflected to provide a soft edge to
  the development.
- Wastewater infrastructure capacity must be confirmed prior to development taking
  place;
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is
  underlain by safeguarded mineral resources.

**DIS 4 – Land north of Frenze Hall Lane**

This site is currently in agricultural use. It lies east of an existing residential
development, and north of a recently completed residential development
(Hazelmead), and is bounded by Walcot Green (a road) to the east, with the railway
line slightly further to the east.

Although it would form a greenfield extension into the countryside, its northern
boundary would be contiguous with that of the existing housing estate to the west.
Appropriate landscaping will be needed to the north and the east to provide a soft
edge to the development.

Appropriate contributions will need to be made towards the protection and
enhancement of green infrastructure along Frenze Brook, and be integrated with the
green infrastructure of adjoining sites.

The Highways Authority requires two separate points of access. Improved footway
links to connect to local schools and the town centre are also necessary.
**Policy DIS 4 : Land north of Frenze Hall Lane**

Land amounting to some 4.7 hectares is allocated for housing. This allocation could accommodate approximately 125 dwellings.

The developers of the site will be required to provide the following:

- improved footpath links to local schools and the town centre;
- two separate points of road access;
- 10m landscape belt along the northern and eastern boundaries of the site;
- Contribution towards protection and enhancement of green infrastructure along Frenze Brook, including enhancement of the County Wildlife Sites and adjacent land currently used for informal access. All green infrastructure should be integrated with that of surrounding sites;
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Appropriate layout, taking account of water mains and sewers crossing the site;

**DIS 5 – Former Haulage Depot, Victoria Road**

This site is a small area of brownfield land at the extreme south-eastern edge of Diss, with views over open countryside of the Frenze Brook to the east. The eastern half of the site is a redundant lorry park; the western half is part employment/part housing use, with much of the space used for car-parking.

A County Wildlife Site lies immediately to the north (on the other side of Victoria Road), and much of the western part of the site lies in Flood Zone 2 or 3.

Outline planning permission (2009/2005) for residential development on the site was granted in March 2010, but a further outline planning application (2013/0385) including a care home within the scheme was approved in 2013.

Appropriate contributions will need to be made towards the protection and enhancement of green infrastructure along Frenze Brook, and be integrated with the green infrastructure of adjoining sites.

Subject to delivering water supply improvements to the site, restricting development to the parts of the site in Flood Zone 1 and requiring appropriate flood mitigation measures, and appropriate landscaping, the site is appropriate for a small residential allocation.

**Policy DIS 5 : Former haulage depot, Victoria Road**

Land amounting to some 0.6 hectares (within a total site area of 0.83 hectares) is allocated for housing. This allocation could accommodate a maximum of 15 dwellings.
The developers of the site will be required to:

- Develop no more than 15 dwellings on the developable area which is outside flood zones 2 and 3 (0.6 ha), subject to implementation of appropriate flood mitigation measures;
- Assess the potential for contamination on the site (and manage appropriately any contamination found);
- Provide appropriate landscaping to the eastern and southern boundaries of the site to provide a soft edge;
- Make appropriate contributions towards the protection and enhancement of green infrastructure along Frenze Brook;
- Protect and buffer the river corridor, with habitat creation along the river.

**DIS 6 – Former Hamlins Factory site, Park Road**

This allocation is the site of the former Hamlins factory site, and lies adjacent to Morrison’s supermarket, an electricity sub-station, and the town centre. It is also adjacent to allocations DIS 7 (former Feather Mills site, for mixed-use development), and DIS 2 (Land off Park Road, for open space, green space and a riverside walk). Diss Conservation Area also lies adjacent to the site, with an area of parkland and the Mere a short distance to the north. The site is located on the A1066 Park Road, the main east-west road through Diss.

The site was allocated in the 2003 Local Plan for mixed retail and leisure uses. Outline planning permission (2011/0049) was granted in 2011 for the erection of a 60-bed hotel, a restaurant/public house and associated parking on the site. Detailed consent (2012/1493) for the restaurant/public house was granted in 2012 and construction is underway.

Whilst it appears likely that the site will be developed along the lines of the 2011 outline permission, its location adjacent to the town centre and Morrison’s supermarket means that it could still be appropriate for a range of uses, including retail (comparison goods), leisure, offices (class A2) and a limited amount of housing. However, given its sensitive location, the design of any development proposals needs to pay particularly careful attention to the adjacent Conservation Area. Pedestrian access across Park Road to/from the town centre would also benefit from some improvements, as crossing the road safely can be difficult due to high volumes of traffic.

**Policy DIS 6 : Former Hamlins Factory site, Park Road**

Land amounting to some 1.76 hectares is allocated for retail (non-food goods), leisure, offices (class A2 only), and housing, with any housing only constituting a small (no more than 25% by area) proportion of the site.

The developers of the site will be required to ensure:
- Retail use is limited to non-food goods;
- Residential use is an integral part of a commercial development (with offices limited to Class A2);
- Provision of landscaping to screen the adjacent electricity sub-station;
- Impacts on TPO trees on Park Road are taken into account;
- Scheme design takes into account adjacent Conservation Area;
- Potential for contamination on the site is assessed (and managed appropriately if any contamination found);
- Contribution made towards green infrastructure provision at DIS 2 (including habitat creation along the river);
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

**DIS 7 – Feather Mills site, Park Road**

This site mostly comprises the Feather Mills factory. It lies immediately west of allocation DIS 6 (Former Hamlins Factory site, Park Road) allocated for a range of potential uses), and immediately north of allocation DIS 2 (Land off Park Road) allocated for open space, green space and a riverside walk. An area of housing lies to the west of the site.

Diss Conservation Area also lies adjacent to the site, with an area of parkland and the Mere a short distance to the north. The site is located on the A1066 Park Road, the main east-west road through Diss. Pedestrian access across Park Road to/from the town centre on the existing crossing needs improvements, as crossing the road safely can be difficult due to high volumes of traffic.

The site would be appropriate for a range of uses, including retail (comparison goods), leisure, offices (class A2) and a limited amount of housing. However, given its sensitive location, the design of any development proposals needs to pay particularly careful attention to the adjacent Conservation Area.

**Policy DIS 7 : Former Feather Mills site, Park Road**

Land amounting to some 2.21 hectares is allocated for retail (non-food goods), leisure, offices (class A2 only), and housing, with any housing only constituting a small (no more than 25% by area) proportion of the site.

The developers of the site will be required to ensure:
- Any retail use is limited to non-food goods;
- Any residential uses are concentrated along the western boundary (adjacent to existing housing);
- Any offices are restricted to Class A2 only;
- Improvements are made to the existing pedestrian crossing of the A1066 Park Road;
- Public access is allowed through to site DIS 2 (the riverside site to the south);
- Impacts on TPO trees along Park Road are considered;
- The scheme design takes into account the adjacent Conservation Area;
- The potential for contaminated land on the site is assessed (and managed appropriately if any contamination found);
- Contribution is made towards green infrastructure provision at DIS 2 (including habitat creation along the river);
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

DIS 8 – Land at Station Road/Nelson Road
This site is adjacent to existing employment land to the north (Frontier), existing housing to the east and south, and the railway line to the west.

The site is a part vacant/part coal yard remainder of South Norfolk Local Plan (SNLP) DIS 2 mixed use allocation. Part of the site is currently permitted in outline for B1 uses with a requirement for an east-west link road to the station, which is currently part built. At time of writing (September 2013), there is also a proposal to build a care home on part of the site.

The site is not appropriate for residential uses due to the proximity of the railway line and adjacent employment uses (including an HSE exclusion zone to the north), but is appropriate for continued employment use to help meet the identified requirements for employment land in Diss set out in Policy 5 of the Joint Core Strategy.

Policy DIS 8 : Land at Station Road/Nelson Road

Land amounting to some 2.89 hectares is allocated for employment uses in Class B1.

The developers of the site will be required to:
- Restrict uses to those compatible with adjacent housing and the outline planning permission for the site;
- Redevelop the Station Road coal depot (located to the west of the Nelson Road) to include completion of link road to Diss railway station from Nelson Road;
- Assess the potential for contaminated land on the site (and manage appropriately any contamination found);
- Make local footpath improvements and safe access, plus high quality footway/cycleway links to Diss railway station;
- Provide appropriate landscaping on boundaries to adjacent housing;
- Contribute towards protection and enhancement of green infrastructure along Frenze Brook, including enhancement of the County Wildlife Sites and adjacent land currently used for informal access;
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Apply Norfolk Minerals and Waste Core Strategy Policy CS16, as this site is underlain by safeguarded mineral resources;
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.

DIS 9 – Land at Sandy Lane (north of Diss Business Park)
This site lies north of, and would provide an extension to, Diss Business Park, an existing permitted employment site to the south (which is allocated as DIS 10). The railway line lies immediately to the west, with open countryside to the north and east (although the site is well screened to the east and south). A County Wildlife Site and the valley of the River Frenze lie to the east.

The existing employment site to the south (allocation DIS 10) is largely built out, and is mostly B1 offices. DIS 10 is allocated for B2 and B8 uses to provide some new employment land for general industrial and storage & distribution uses in Diss. This will complement sites which are more suitable for Class B1 uses off Station Road and Sawmills Road (including DIS 10).

DIS 9 forms a significant part of the additional employment allocations identified for Diss in Policy 13 of the Joint Core Strategy (paragraph 6.39 identifies a total need (new and existing) of 15 hectares).

Policy DIS 9 : Land at Sandy Lane (north of Diss Business Park)

Land amounting to some 4.22 hectares is allocated for employment uses in Classes B2 and B8.

The developer of the site will be required to:
- Restrict uses to B2/B8;
- Ensure safe access and deliver improved footpath links to the town centre and railway station;
- Take account of the constraints caused by a gas pipeline within the northern part of the site;
- Provide appropriate landscaping to the eastern boundary and retain trees along the northern and southern boundaries of the site;
• Protect the adjacent County Wildlife Site to the east from unacceptable impacts by implementing an effective ecological buffer;
• Contribute towards protection and enhancement of green infrastructure along Frenze Brook, including enhancement of the County Wildlife Sites and adjacent land currently used for informal access. All green infrastructure should be integrated with that of surrounding sites;
• Wastewater infrastructure capacity must be confirmed prior to development taking place;
• Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

**DIS 10 – Diss Business Park**

This site has an existing planning permission (2004/1590) for B1, B2 and B8 uses, and is largely built out. It mostly comprises B1 offices, but has a number of other units, such as a gymnasium and a children’s nursery.

It is allocated to safeguard its continued use as employment land (in line with Policy 5 of the Joint Core Strategy).

**Policy DIS 10 : Land at Diss Business Park**

Land amounting to some 3.7 hectares is allocated for employment uses in Classes B1, B2 and B8.

The developer of the site will be required to:
• Restrict uses based on extant planning permission ref: 2004/1590 i.e. B1, B2 and B8;
• Take account of the constraints caused by a gas pipeline within the northern part of the site;
• Ensure safe access and deliver improved footpath links to the town centre and rail station;
• Retain trees and deliver appropriate landscaping along site boundaries;
• Protect the adjacent County Wildlife Site to the north-east from unacceptable impacts;
• Contribute towards protection and enhancement of green infrastructure along Frenze Brook, including enhancement of the County Wildlife Sites and adjacent land currently used for informal access. All green infrastructure should be integrated with that of surrounding sites;
• Wastewater infrastructure capacity must be confirmed prior to development taking place;
• Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.
Policy 13 of the Joint Core Strategy (JCS) identifies Harleston as a Main Town which, subject to the resolution of servicing constraints, will accommodate additional housing in the range of between 200 to 300 new dwellings, between 1 April 2008 and 31 March 2026. Job growth will be encouraged to serve this growth and the town’s catchment, and the JCS provides for the expansion of existing employment areas.

Harleston is a market town and employment centre serving a relatively local catchment. It is defined by the Joint Core Strategy (JCS) as a Main Town in which the JCS provides for a further 200-300 new dwellings to 2026. As little new housing has been committed since the base date of the JCS, new allocations are required to meet this JCS requirement. A new water supply will be required to provide for this level of growth.

The JCS provides for new job opportunities to support the proposed growth which will be encouraged through further provisions for new employment land. The existing provision comprises mainly the Harleston Industrial estate and adjacent employment land allocations accessed off Mendham Lane and the A143. JCS supporting evidence suggests that this should be supplemented by an additional 1 hectare of newly allocated employment land.

The town has a good range of speciality shops and services. The 2007 Norwich Sub-Region Retail Study concluded modest potentials for new retail floor space to 2021 for convenience goods of 273m² net if taken up by a major operator, and comparison goods of 692m² net. However the convenience goods potential could be some three times higher if taken up by small shops. The study also identified a general need for further eating and drinking establishments to support this retailing growth.

The Development Management Policies DPD includes policies directly affecting Harleston. The town centre is defined in, and the location of town centre uses is protected by DM Policy 2.4 (and associated map 2). DM Policy 2.5 further protects the primary shopping area and the mix of uses within the town centre.

**Form and Character**

Harleston is a compact town that has largely developed on a plateau between the valleys of Starston Beck to the north and the River Waveney to the south. It developed at the convergence of several main roads including the A143 which has followed a bypass to the south of the town since 1981.

The South Norfolk Landscape Character Assessment classes the town’s surrounding landscape as mainly Waveney Tributary Farmland, characterised by open valleys with distant views sensitive to development and extensions to its compact settlements.
The town’s centre is based on a triangle of roads comprising The Thoroughfare (the main shopping street), Broad Street, The Old Market Place and Exchange Street, with a focus on The Market Place at the southern end. The town centre includes significant historical buildings such as the clock tower and a series of relatively hidden enclosed courts and yards to the west of The Thoroughfare and to the east of Broad Street and The Old Market Place. These largely developed from old coaching inns and their service buildings. The centre’s historical significance is reflected by the designated conservation area.

The centre is further bounded to the west by a town centre car park and Budgens store and to the south west by the nearby leisure centre and recreation ground. To the east are the extensive grounds surrounding St John the Baptist’s Church, while the main employment area is well located just off the A143 bypass to the south. Most housing is located to the north, east and south east of the centre.

**Services and Community Facilities**
Harleston has a wide range of services and facilities, including town centre shops and a supermarket, markets, schools, library, community halls, GPs, leisure centre and recreation ground.

**Communication**
The town is located on the main east-west A143 Bury St Edmunds-Great Yarmouth road with links to the A140 Norwich-Ipswich road. However road links to the north including the most direct route to Norwich comprise mainly relatively minor roads, while “B” roads link the town to Suffolk to the south. A variety of local bus services connects the town to Bungay, Diss, Norwich and Great Yarmouth while the locality is also served by a dial-a-ride mini-bus service.

Traffic circulation within the town centre relies on a one-way system and some relatively narrow streets. Pedestrian areas, links and car parking have been improved since the 1990s, but while town centre public car parking remains a concern, there are no proposals to expand town centre parking and no potential sites have been suggested. However proposed locations for housing growth remain within easy walking and cycling distance of the town centre.

**Development boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. Further housing proposals on sites within the Development Boundary or outside of it will be assessed against the Policies in the Development Management Policies Development Plan Document.

Inadequate sewerage infrastructure and surface water flooding are significant constraints in Harleston. During periods of intense rainfall, surface water flooding events in the town centre can occur. As a result, all allocated sites will need to show how they will address surface water drainage and sewerage infrastructure constraints to the satisfaction of Anglian Water and the Environment Agency in each case.
HAR 1 - Land at Mendham Lane
This site lies on the eastern edge of Harleston, off Mendham Lane, with existing residential areas to the north and west, and open countryside to the east and south. It was previously allocated for housing in the last Local Plan, but did not come forward as the redevelopment of brownfield sites in the town was prioritised. An allocated site for open space/amenity (HAR 2) lies on its north-east boundary, which must be delivered in combination with HAR 1. Allocated site HAR 3 (for housing) lies to the south-west corner of the site.

There is a planning permission (2012/0530) on two allocation sites (HAR 1 and 2) for 120 dwellings with open space and attenuation lagoon.

Improved footway and cycling links to the town centre and nearby employment areas are necessary, alongside a 10-metre landscaping belt to the eastern boundary (incorporating HAR 2).

Foul sewerage and surface water improvements will need to be delivered, to the satisfaction of Anglian Water and the Environment Agency, with SuDS strategy also necessary.

Policy HAR 1: Land at Mendham Lane (housing allocation)

Land amounting to some 3.9 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 120 dwellings.

The developers of the site will be required to:

- Develop the site in combination with, and linked to, associated amenity open space site HAR 2;
- Provide safe road access off Mendham Lane and retention of Mendham Lane access to adjacent farm;
- Provide improved footway and cycleway links to town centre and Fuller Road industrial estate via Howard Close and Mendham Lane;
- Provide a 10-metre landscape belt to the eastern boundary and landscaping to incorporate associated site HAR 2;
- Contribute towards green infrastructure protection or enhancement along the Waveney corridor;
- Develop a suitable drainage strategy;
- Wastewater infrastructure capacity must be confirmed prior to development taking place.

HAR 2 – Land at Mendham Lane (open space allocation)
This greenfield site lies south of existing dwellings, and is on the north-east corner of allocated site HAR 1. It is allocated to provide for the open space needs of residential site HAR 1.
There is a planning permission (2012/0530) on two allocation sites (HAR 1 and 2) for 120 dwellings with open space and attenuation lagoon.

**Policy HAR 2 : Land at Mendham Lane (open space allocation)**

Land amounting to some 1.2 hectares is allocated for amenity open space associated with the allocation Policy HAR 1.

The developer of the site will be required to provide the following:
- Amenity open space requirement for site HAR 1, to be provided in combination with that site and to be incorporated within the landscaping to the eastern boundary of site HAR 1;
- Contribute (with HAR 1) towards green infrastructure protection or enhancement along the Waveney valley corridor;
- A suitable drainage strategy;
- Wastewater infrastructure capacity must be confirmed prior to development taking place.

**HAR 3: Land at former Howard Rotavator Works, Mendham Lane**

This small brownfield site lies south of allocation HAR 1. It was formerly allocated as employment land, reflecting the previous use of the site and the existing Border Valley Industrial Estate to the south, but the former brownfield site immediately to the west has recently been developed for housing. It is therefore now more appropriate to allocate HAR 3 for housing.

As with other Harleston allocations, a strategy for delivering foul sewerage improvements, surface water network improvements and a suitable drainage strategy will be necessary to mitigate these constraints. Footway/cycleway improvements to link to the Fuller Road Industrial Estate must also be delivered.

**Policy HAR 3 : Land at Former Howard Rotavator Works, Mendham Lane**

Land amounting to some 0.95 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 29 dwellings.

The developers of the site will be required to:
- Provide a safe highway access to Mendham Lane;
- Make provision of footway/cycleway link along Mendham Lane to the Fuller Road Industrial Estate and the junction with Spirkett’s Lane;
- Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
- Implement a suitable drainage strategy (SuDS) where practicable;
HAR 4: Land at Spirkett’s Lane
This greenfield site is surrounded to the west, north and north-east by existing housing and to the east by an existing lorry park (allocated for employment uses as HAR 8). The southern boundary is formed by Spirkett’s Lane. The site was previously allocated under the last Local Plan for 30 dwellings in the northern part and employment in the southern part, but it is felt that housing would be the most appropriate use now. The site could accommodate approximately 95 dwellings.

As with other Harleston allocations, a strategy for delivering foul sewerage improvements, surface water network improvements and a suitable drainage strategy will be necessary to mitigate these constraints. Footway/cycleway improvements to link to the Fuller Road Industrial Estate must also be delivered.

A vital consideration in developing this site will be the provision of adequate buffering along the south-eastern part of the site bordering the existing lorry park (allocation HAR 6). HAR 6 is allocated for B1, B2 and B8 uses, and industrial uses alongside residential areas need to be mitigated appropriately. It is suggested that an appropriately wide and planted bund along the eastern edge, perhaps including a re-routed footpath, might be the most appropriate way of achieving this.

Policy HAR 4 : Land at Spirkett’s Lane

Land amounting to some 3.19 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 95 dwellings and associated infrastructure.

The developers of the site will be required to:
- Provide new and/or improved pedestrian and cycleway links to the town centre, Fuller Road Industrial Estate and allocated employment site HAR 6 and improve links to HAR 7;
- Provide highways access via both Willow Walk and Spirkett’s Lane;
- Provide adequate and appropriate buffering/screening along the south-eastern part of the site bordering the existing lorry park (allocation HAR 6) to mitigate potential noise and lighting impacts on residential areas;
- Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
- Implement a suitable drainage strategy (SuDS where practicable);
- Wastewater infrastructure capacity must be confirmed prior to development taking place.
HAR 5: Land off Station Hill
This site – mostly cleared – is the location of the former Harleston railway station (which closed in 1953), which has been in use as a base for Bullen Developments for some years. It is surrounded by existing housing, although the grounds of Harleston Primary School lie only a short distance to the south-east.

The site has a number of constraints. Firstly, it has an open aspect from some views, and given its elevation, it occupies a prominent position. The former railway station building, an imposing structure, is listed, and there are several other railway buildings (non-listed, but important in character terms). As with other Harleston allocations, a strategy for delivering foul sewerage improvements, surface water network improvements and a suitable drainage strategy will be necessary to mitigate these constraints.

The site is concluded to be appropriate for a range of non-residential uses, but given the surrounding residential nature and elevated position, the appropriate types and forms of development are not unrestricted. Employment uses in class B1, health facilities and community facilities (such as a community centre, Sure Start centre etc) would all be appropriate.

A small-scale foodstore of up to 270m² would also be acceptable in principle to serve the existing residential area, but the retailing of non-food goods would have the potential to harm the vitality and viability of Harleston town centre. For the same reason, other class A uses (A2-A5) will also be unacceptable on HAR 5. The only exception to non-food retailing would be where any non-food retail element was ancillary to the main use of the building – for instance, a small business having a trade counter for sale to the public.

Policy HAR 5: Land off Station Hill

Land amounting to 1.23 hectares is allocated for mixed use: employment uses in Class B1, a small-scale foodstore, or health and community facilities.

The developers of the site:
- Will be limited to any foodstore provision to a single site of 270m², to be run by a single operator;
- Will not be allowed to develop any dedicated non-food retail or class A2, A3, A4 or A5 units. Any non-food retail will only be acceptable if it is ancillary to the main use of the building (for instance, a trade counter for direct sales to the public);
- Will be restricted to B1 employment uses (B2 and B8 uses will not be permitted);
- Must ensure that any building designs for the elevated sections of the site are low-profile and appropriate in terms of overlooking, with landscape screening to elevated area boundaries overlooking adjacent development;
- Must ensure that the layout, form and character of development relates well to the adjacent housing, listed building setting and ex-railway station buildings;
- Should contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
• Must deliver a suitable drainage strategy (SuDS where practicable);
• Wastewater infrastructure capacity must be confirmed prior to development taking place;
• Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.

HAR 6: Land at Spirkett’s Lane
This site is currently in use as a lorry park, and lies to the west of the Fuller Lane Industrial Estate. Some houses border the northern part of the site, and housing allocation HAR 4 lies to the west. The site was previously allocated for employment use, and whilst the current use of the site is permitted, it draws regular complaints from the residents of adjoining houses to the north on grounds of noise and light pollution.

Whilst the site would form a natural extension to the Fuller Lane Industrial Estate, any development/re-development of the site for continued employment use would therefore need to be limited to B1 or B2 uses which would be compatible with adjacent residential dwellings. Enhanced landscape screening on the western and northern boundaries would need to be provided.

As with other Harleston allocations, a strategy for delivering foul sewerage improvements, surface water network improvements and a suitable drainage strategy will be necessary to mitigate these constraints. Footway/cycleway improvements to link to Spirkett’s Lane and the adjacent housing areas must also be delivered.

Policy HAR 6 : Land north of Spirkett’s Lane

Land amounting to 1.6 hectares is allocated for employment uses in Class B1/B2.

The developers of the site will be required to:
• Restrict employment uses to ensure that amenity impacts on adjacent housing are not unacceptable;
• Deliver pedestrian and cycleway links to Spirkett’s Lane and existing and proposed adjacent housing areas to the west;
• Provide enhanced landscape screening on western and northern boundaries of the site;
• Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
• Deliver a suitable drainage strategy (SuDS where practicable);
• Wastewater infrastructure capacity must be confirmed prior to development taking place.
HAR 7: Land south of Spirkett’s Lane
This greenfield site lies south of the Fuller Lane Industrial Estate. It also borders one of the main A143 Harleston junctions, and is therefore a key gateway location to the town. Given its location remote from residential dwellings, general industrial activities (use class B2) and storage and distribution activities (use class B8) would be more appropriate here than at other potential employment allocations in Harleston. However, a high-quality B1 business park could also work well.

HAR 7 will be the main source of land for future employment growth in Harleston, and so it is concluded that it should not be unduly restricted in terms of employment activities – B1, B2 and B8 uses will all be appropriate. However, development at the ‘gateway’ location by the A143 junction should be designed carefully to provide an appropriate and attractive entrance to Harleston, and this part of the site would appear to be best suited to B1 (office) uses. It will be important to encourage the use of sustainable travel modes to and from the site.

Landscaping/enhanced planting along all site boundaries will be necessary

**Policy HAR 7 : Land south of Spirkett’s Lane**

Land amounting to 4.0 hectares is allocated for employment uses in class B1, B2 and B8.

The developers of the site will be required to:

- Provide road access from Spirkett’s Lane (rather than directly off the A143);
- Provide footway/cycleway links for the length of the Spirkett’s Lane site frontage to join to new footway/cycleway links from allocated housing site HAR 4;
- Provide enhanced planting along all site boundaries;
- Protect the mature tree belt along Spirkett’s Lane frontage;
- Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
- Deliver a suitable drainage strategy (SuDS where practicable);
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.
Policy 14 of the Joint Core Strategy (JCS) identifies Poringland/Framingham Earl as a Key Service Centre in which land will be allocated for small-scale housing growth within the range of 100-200 dwellings, and if necessary to also help to deliver the ‘smaller sites in the NPA’ allowance. Policy 14 also provides for the promotion of local employment opportunities to serve this growth. While the JCS supporting evidence does not quantify a specific employment land requirement for Poringland/Framingham Earl, it is considered desirable to provide for local jobs, and land is available in close proximity to the village centre which provides for potential employment related development. Policy 7 of the JCS states a requirement for care home provision specialising in dementia care in Poringland, and this will be provided for.

The JCS base data included an allowance for land allocated under the previous Local Plan, some of which has since been built out by Norfolk Homes. Two housing sites allocated under the previous Local Plan remain undelivered, and these sites have been re-assessed during the site allocation process. Land north of Heath Loke and south of Stoke Road was allocated for housing (under reference A0021a) and and north of Shotesham Road and east of Carr Lane was allocated for housing (under reference A0021b). The sites have not yet been fully delivered. As the housing from these sites was anticipated in the JCS base data for Poringland, these allocations will be carried forward, but the sites will not count towards the JCS target of additional dwellings. Also in the last Local Plan, land north of Heath Loke was allocated for a new primary school (previously under reference A0022a). However, the local school has expansion plans, and this school site is no longer required, so the site has been re-allocated for housing with specialist dementia care.

Land adjacent to housing allocation sites was also allocated under the previous Local Plan for public open space and amenity (previously under reference A0022b). Part of this amenity space has been provided adjacent to the community centre. The remainder of the allocation is carried forward to be delivered in this plan period.

**Form and Character**

The parish of Poringland is largely rural in character, based on former parkland area, and is heavily wooded. The wooded area which extends into Framingham Pigot forms a unique and extensive area within the District and provides a distinctive setting for the village of Poringland. The village is comprised of parts of the parishes of Poringland, Caistor St Edmund, Stoke Holy Cross, Framingham Pigot and Framingham Earl. Development has been concentrated along the B1332 Norwich Road, with linear post-war development combined with estate development to the east, mostly between Long Road and Rectory Lane. There is also some estate development at Oaklands and Oakcroft Drive, to the east of the B1332. More recently estate development has also taken place to the west of Norwich Road, south of Heath Loke. Additionally, some ribbon development extends along Caistor Lane, and Stoke Road/Poringland Road. The village contains a significant number of bungalows, while the skyline is dominated by two communication masts located off Stoke Road at the ex-MoD site.
Services and Community Facilities
The village has good access to the wide range of facilities in Poringland/Framingham Earl, including a primary and a secondary school; village hall and community centre; two GP surgeries; dentist; post office; library; two pubs; several fast food outlets; estate agencies; hairdresser; a supermarket and two convenience stores.

Development boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated housing land. The development boundary has been extended to allow limited infill on Shotesham Road and to include the Framingham Earl High School buildings, but precludes any development north of Long Road, which comprises one of the most extensive wooded and parkland areas in the Norwich area.

The South Norfolk Place-making Guide suggests that development should not accentuate the linear quality of the post-war settlement pattern. An application (2012/0405) on land to the north of the village, opposite Octagon Farm, was approved due largely to a lack of 5-year housing supply. Development at this location is likely to accentuate the linear pattern of development in the village. This site remains outside the development boundary, to prevent development should the current planning permission lapse. The new allocation for employment uses lies under the radio masts and would only be suitable for a limited range of uses. Therefore this site is also outside the development boundary.

The open space allocation carried forward from the last local plan is peripheral to the built-up area and is therefore excluded from the development boundary to protect it from potential development. The Open Space Study in 2007 showed that Poringland was particularly short of accessible natural/semi-natural greenspace, and subject to more up-to-date studies taking place, this type of open space should be prioritised when this land is made accessible.

Within the development boundary, there are other areas of open space which will be protected from development through Development Management policies. Village services comprising the existing Central Business Area are also within the development boundary but protected through Development Management Policies.

Greater Norwich Green Infrastructure Delivery Plan identifies Poringland as being on the periphery of the Long Stratton to Norwich Green Infrastructure Priority Area. Any additional footpaths or improvement in connectivity of hedgerows and woodland would be desirable.

The village has a history of surface water and ground water drainage difficulties, and the most vulnerable sites were identified in an Urban Drainage Study. This issue will be a consideration for many sites in Poringland, and mitigation will be needed for any development on such sites.

Development on sites in Poringland/Framingham Earl have permissions for 100 dwellings north of Pigot Lane (2011/1284) on the site of allocation POR2; 232
dwellings south of Stoke Road (2010/1332) on the site of allocation POR4; 30 dwellings on land north of Heath Loke (2012/1012) on the site of allocation POR5; and 300 dwellings and office buildings (2011/0476) on the site of allocation POR7.

**Policy POR 1 : Land at Heath Farm**

Land amounting to some 15.3 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 200 dwellings, distributed to the north and the south of the site, separated by open space which will contribute towards Sustainable Urban Drainage schemes.

The developer of the site will be required to ensure the following:

- Suitable vehicular access onto Caistor Lane and Stoke Road, with pedestrian access to enable access to the school via Norwich Road
- Site layout takes account of trees at the boundary protected through TPOs and water mains which cross the site
- There should be sensitive treatment of the western boundary facing the wider landscape and the design should incorporate existing hedgerows and blocks of mature trees within the site design
- The existing arrangement for surface water to drain through an open water course behind properties on Norwich Road and Caistor Lane will need to be formalised with suitable maintenance arrangements put in place
- A full drainage assessment should be carried out prior to development, including on-site and off-site flood risk
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources
Policy POR 2 : Land at Oaklands Farm, Pigot Lane

The site lies to the north of Pigot Lane, to the south-east of Framingham Earl High School and to the east of existing development at Oaklands. Land amounting to some 4.4 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 100 dwellings.

The developer of the site will be required to ensure the following:

- Design is sensitive to the adjacent woodland, and takes into account the small watercourse
- There is an appropriate buffer zone around the pumping station on the edge of the site, and development does not prevent maintenance to water mains crossing the site
- The site is at high risk of flooding from surface water drainage – significant mitigation is required through a Sustainable Urban Drainage scheme
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources

Policy POR 3 : Ex MOD site, Pine Loke

This ex-MOD site lies to the north of Stoke Road, accessed from Pine Loke. The site sits under two radio masts which dominate the site and require access for maintenance. This makes the site unsuitable for housing, or many other uses. However, it would be suitable for light industrial uses compatible with the adjacent housing. Therefore, it is allocated for B1 (light industrial use) but remains outside the development boundary as a site generally unsuitable for housing and other development. It could potentially be suitable for B8 use (storage or distribution) compatible with adjacent housing, if suitable access can be made via Pine Loke. Land amounting to some 4.3 hectares is allocated for employment uses in Class B1.

The developer of the site will be required to ensure the following:

- Use (B1) must be compatible with adjacent housing, and not harm residential amenity for existing and future residents of the area
- Appropriate access to the site
There should be sensitive treatment of the boundaries facing the wider landscape and the design should incorporate existing hedgerows and blocks of mature trees within the site design.

A full drainage assessment should be carried out prior to development, including on-site and off-site flood risk.

Wastewater infrastructure capacity must be confirmed prior to development taking place.

Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.

Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

**Policy POR 4 : Land south of Stoke Road, west of The Street and north of Heath Loke**

This site comprises three parcels of land. To the north is newly allocated land adjacent to The Ridings which is estimated to accommodate 20 dwellings. However, much of POR4 was previously allocated under the last Local Plan, and some of this land is being built-out under planning permission 2010/1332. In total, land amounting to some 11.2 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 252 dwellings in total.

The developer of the site will be required to ensure the following:

- Development is fully integrated with existing development and other new development to the south of the site.
- There should be sensitive treatment of the western boundary facing the wider landscape and the design should incorporate existing hedgerows and blocks of mature trees within the site design.
- The provision of open space at POR6 (in full or in conjunction with POR4).
- Site layout takes account of sewers and water mains crossing the site.
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.
- Wastewater infrastructure capacity must be confirmed prior to development taking place.
**Policy POR 5 : Land north of Heath Loke**

This site was formerly allocated for a school to serve the housing land allocated under the last Local Plan. The local school has expansion plans, so this site is now available. Land amounting to around 1 hectare is allocated for a care home specialising in dementia care. This allocation could accommodate up to 60 places, or a figure in line with the most up to date needs assessment.

The developer of the site will be required to ensure the following:

- Development to be integrated with adjacent new development on site subject to policy POR4
- Site layout takes account of sewers crossing the site
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources

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**Policy POR 6 : Land south of Heath Loke**

This site is a residual allocation from the last Local Plan. Only part of the open space allocation was delivered, so the remaining land amounting to some 6 hectares is re-allocated for amenity/publicly accessible open space, to be delivered alongside previously allocated housing on sites in policies POR4 and POR7. This could take the form of semi-natural greenspace, or a type identified in the most up to date open space assessment.

The developer of the site will be required to ensure the following:

- Public access
- An appropriate mix of children’s play areas, sports pitches, informal recreational and semi-natural open space, according to the most up to date open space assessment
- Ecological enhancement, possibly including semi-natural wildflower areas, or a community orchard
Policy POR 7 : Land north of Shotesham Road and east of Carr Lane

This site is a residual allocation from the previous Local Plan, and is adjacent to previously developed land which was already within the development boundary. The land is part of the site for application 2011/0476 and amounts to some 9.3 hectares, now re-allocated for housing and associated infrastructure. This allocation could accommodate approximately 300 dwellings.

The developer of the site will be required to ensure the following:

- Development is fully integrated with existing development and other new development to the north of the site
- Continuation of the link road from Stoke Road to Shotesham Road which has separate planning consent
- Sensitive treatment of the western boundary facing the wider landscape, with the design incorporating existing hedgerows and blocks of mature trees
- Site design takes account of trees protected by TPOs at the boundary of the site
- Site layout takes account of sewers and water mains crossing the site
- The provision of open space at POR6 (in full or in conjunction with POR7)
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development
- Wastewater infrastructure capacity must be confirmed prior to development taking place
Policy 14 of the Joint Core Strategy (JCS) identifies Hingham as a Key Service Centre in which land will be allocated to provide for approximately 100 dwellings, between 1 April 2008 and 31 March 2026.

While the JCS does not quantify a specific employment land requirement for Hingham the text to JCS policy 14 does state that the new housing will be supported by the encouragement of additional local jobs, including consideration of the need to extend the existing industrial estate, which is now fully committed.

**Form and Character**

Hingham is a small town located equidistant from the larger centres of Attleborough, Dereham, Wymondham and Watton and serves a relatively local rural catchment. Hingham is located on the B1108, connecting Norwich and Watton, with links further afield to Wymondham via the B1135 and connections to Dereham and Attleborough via mainly ‘C’ class rural roads. Hingham has regular bus services to Watton and Norwich (via Wymondham or the Norfolk and Norwich University Hospital).

The town stands on a low ridge separating the Blackwater valley to the north and the low lying area of Hall Moor to the south. It has an attractive centre of significant historic and architectural value based around the open areas of The Fairland and Market Place and overlooked by the church which dominates the skyline from distant views. The historical character of the centre is recognised by its designation as a conservation area, which includes an extension to the south east along Hall Moor Road.

Significant post-war estate development may be found along the radial routes leaving the town, while outlying ribbons of development occur along Seamere Road and Low Road to the south east and south.

**Services and Community Facilities**

Hingham has a good range of shops, services and community facilities, including a primary school, doctors surgery, library, a range of small independent retail businesses, a pub and two community halls (the Lincoln Hall and the Sports Hall). The industrial estate at Ironside Way provides a range of commercial businesses and local employment opportunities.

**Development boundary and Constraints**

The development boundary has been drawn to include the main built form of the settlement and include the newly allocated land for housing and employment. Further housing or employment proposals on sites within the development boundary or outside of it will be assessed against the policies in the Development Management Policies Development Plan Document.
The development boundary excludes the wooded grounds of The Rectory, St Andrews Church and churchyard, the grounds of St Andrews Lodge and The Fairland, as these areas make an important contribution to the character of the town. The development boundary also excludes the outlying ribbons of housing development along Seamere Road, Hall Moor Road and Low Road as well as the school playing fields to the north of Hardingham Street.

Hingham has a defined Central Business Area which has helped to create a recognisable town ‘centre’ and provides for the protection and enhancement of existing shops and services. This will be protected under policies in the emerging Development Management Policies Development Plan Document.

**Policy HIN 1 : Land south of Norwich Road**

The site is located to the south of Norwich Road near to the junction with Ringers Lane and Bears Lane.

Land amounting to some 3.85 hectares is allocated for housing and associated infrastructure, landscaping and open space. This allocation could accommodate approx 95 dwellings.

The developer of the site will be required to ensure the following;

- Safe access to the B1108 and adequate foot paths to link the site to the town centre
- Protection of the public right of way running along the eastern boundary of the site
- 10m landscape belts to the eastern and southern boundaries to screen the development as viewed from Seamere Road
- Protection of TPO trees/hedgerow on the northern site boundary
- Open space provision in accordance with the Council’s current adopted standards
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- No additional surface water drainage into the existing surface water drainage or land drainage network without mitigation. Mitigation required through the provision of improvements to the downstream land drainage network to include a new direct pipe under Seamere Road to connect to the existing land drainage ditch.
<table>
<thead>
<tr>
<th>Policy HIN 2: Land adjacent to Hingham Industrial Estate at Ironside Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>The site forms an extension to the eastern side of the existing Hingham Industrial Estate at Ironside Way. The site is located to the north of the B1108 Norwich to Watton Road.</td>
</tr>
<tr>
<td>Land amounting to some 2.24 hectares is allocated for employment uses in Classes B1/B2/B8 as an extension to the existing industrial estate.</td>
</tr>
<tr>
<td>The developer of the site will be required to ensure the following;</td>
</tr>
<tr>
<td>• Local road improvements and a safe access with road access to the site from the existing industrial estate at Ironside Way</td>
</tr>
<tr>
<td>• Wastewater infrastructure capacity must be confirmed prior to development taking place</td>
</tr>
<tr>
<td>• Retention of existing tree belts along northern, eastern and southern boundaries</td>
</tr>
<tr>
<td>• Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development</td>
</tr>
</tbody>
</table>
Loddon and Chedgrave (Rural Area)

Policy 14 of the Joint Core Strategy (JCS) defines the combined settlements of Loddon and Chedgrave as a Key Service Centre in which land will be allocated for the development of 100-200 dwellings between 1 April 2008 and 31 March 2026.

While the JCS does not quantify a specific employment land requirement for Loddon the text to JCS policy 14 does provides for the promotion of local employment opportunities to serve the planned housing growth.

Form and Character
Loddon and Chedgrave are an adjoining small town and large village. They are some 16km from Norwich and 10km from Beccles and serve a small local catchment. The A146 bypasses Loddon and Chedgrave and provides good direct access to Norwich, Beccles and Lowestoft. The settlement is well served by public transport with services to Norwich, Beccles, Great Yarmouth and Lowestoft.

Loddon and Chedgrave are separated by the River Chet and located in its attractive valley landscape defined as Chet Tributary Farmland by the South Norfolk Landscape Character Assessment. The valley to the east is grazing marsh typical of the Broads, whilst to the west it is more enclosed with abundant and significant wooded areas. A small tributary valley largely open in character runs southwards out of Loddon, while the land to the northwest of Chedgrave is wooded, contrasting with the more open land to the north east with distant views towards Langley and Hardley marshes.

Bridge Street/High Street forms the core of the historic centre of Loddon, which is characterised by closely built up streets. Particularly important are the open spaces of Church Plain, Farthing Green and The Staithe. The historic centre of the town, its open setting to the east and part of Chedgrave adjacent to the River Chet are included within an extensive conservation area. There has been significant post-war estate development to the south west of the town bounded by the bypass, a ribbon of development to the east along Mill Road and Norton Road and significant industrial development off Beccles Road to the south east.

The historic centre of Chedgrave is concentrated around the junction of Norwich Road and Bridge Street which falls within the Loddon conservation area. A further conservation area encloses the attractive setting to the Church of All Saints on the eastern edge of the village. Substantial post-war development has taken place to the north either side of Langley Road.

Services and Community Facilities
Loddon and Chedgrave have a range of shops, services and community facilities, including an infant, junior and high school, medical centre, library, several pubs and a range of independent retail businesses. The existing industrial estate at Little Money Road covers some 6.0 hectares and provides for a range of local
employment opportunities in a location with good access. Loddon and Chedgrave are also an attractive tourist destination due to their proximity to the Broads.

**Constraints and Development boundary**
The development boundary has been drawn to include the main built form of the settlement and include the allocated land for housing and employment. Further housing or employment proposals on sites within the development boundary or outside of it will be assessed against the policies in the Development Management Policies Document.

Important open areas at Church Plain and grounds to Holy Trinity Church (Loddon), Farthing Green (Loddon) and the grounds of All Saints Church and adjacent playground (Chedgrave) have all been excluded from the development boundary as they make a significant contribution to the form and character of the settlement.

Further areas of land have been excluded from the development boundary due to flood risk.

Loddon has a defined Central Business Area which has helped to create a recognisable town ‘centre’ and provides for the protection and enhancement of existing shops and services. This will be protected under policies in the Development Management Policies Document.

Land north of George Lane is allocated for new housing development. A new medical centre on the site was granted planning permission (reference 2009/2011/F) in 2010 and has subsequently been built.

Land at the Beccles Road/A146 junction has been allocated for new employment development under use classes B1 and B2. This site was formerly allocated in the South Norfolk Local Plan (2003) for motel/restaurant use but planning permission was granted (reference 2007/2725/F) in 2008 for the erection of office, workshops, warehouses and a showroom for car retail. This development has now commenced.

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**Policy LOD 1 : Land north of George Lane**

The site is located to the north of George Lane close to the main A146 road. It is situated in close proximity to the new medical centre with good accessibility to local schools and the town centre.

Land amounting to some 9.8 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approx. 200 dwellings, 1.5 hectares of amenity open space and 0.61 hectares to provide for associated infrastructure including a medical centre (which has already been built).

The developer of the site is required to ensure the following;
• Site to be planned so that density is commensurate with adjoining housing
• Road access to the site must be off George Lane
• Highway improvements to the A146/ George Lane junction
• Enhanced footway/ cycleway links to the town centre
• Wastewater infrastructure capacity must be confirmed prior to development taking place
• 10m landscaping belt along western boundary within the site
• Provision of natural green space with public access within low lying northern area of site overlapping flood zones 2/3
• Open space provision in accordance with the Councils adopted standards
• Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development
• Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

Policy LOD 2 : Land at Beccles Road/A146 junction

The site is located in a prominent position on the junction of Beccles Road/A146 junction. Land amounting to some 1.1 hectares is allocated for employment uses in Classes B1 and B2

The developer of the site is required to ensure the following:

• A high quality design to minimise its visual impact as a prominent elevated site which acts as a gateway to Loddon
• Local highway improvements and safe access from Beccles Road close to the site boundary with the adjacent industrial estate.
• No road access from adjacent industrial estate.
• Boundary landscape enhancements
• Wastewater infrastructure capacity must be confirmed prior to development taking place
• Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.
• Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.
Policy LOD 3 : Land adjacent to Loddon industrial estate, Little Money Road

The site is located to the west of the existing Industrial Estate at Little Money Road.

Land amounting to some 1.84 hectares is allocated for employment uses in Classes B1/B2/B8.

The developer of the site is required to ensure the following:

- Local highways improvements and safe access, with road access to the site from Little Money Road.
- Landscape enhancements to western and southern boundaries.
- 15m exclusion zone around pumping station at northern end of site.
- Wastewater infrastructure capacity must be confirmed prior to development taking place.
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.
Bramerton (Norwich Policy Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Bramerton as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

Form and Character
Within the parish of Bramerton there are a number of groups of development; the main village running north to south along Framingham Lane and The Street; the development between, and on, Hill House Road and Mill Hill including that which overlooks the River Yare; and small developed frontages isolated from the main village on Surlingham Lane and Cory’s Close.

The majority of the main settlement within the parish is a Conservation Area containing a number of listed buildings and important spaces within the settlement including the wooded parkland setting of Bramerton Hall. There is also a largely derelict employment site at Church Farm which has planning permission for redevelopment as a mixed use site, although this permission has yet to be implemented.

Services and Community Facilities
The parish has a limited range of social and community facilities including a village hall and recreation ground. Access to Norwich from the parish is via the C202 which links to the A146 close to its junction with the A47 Norwich Southern Bypass providing good accessibility to the wider Norwich Area.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and to include the former employment site at Church Farm in which it is proposed to allocate the site for mixed use development, but without the previous requirement in the approved planning application for live-work units due to concerns over their viability.

Policy BRAM 1 : land at Church Farm The Street

Church Farm lies to the east of The Street and was previously occupied by Herbert Parker Seeds. Many of the structures associated with this use have now been removed. Land amounting to some 0.9 hectares is allocated for housing and associated B1 uses. This allocation could accommodate approximately 10 dwellings and at least 360sqm of B1 floorspace.

The developer of the site will be required to provide the following:
All vehicular access to the site will be from the existing access from Church Road, with improvements to this access provided as required by the highway authority.
Policy 15 of the Joint Core Strategy (JCS) identifies Little Melton as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

Form and Character
Little Melton was historically linear in form, but some estate development has taken place at Ringwood Close, Gibbs Close and south of School Lane at Braymeadow and Greenacres. The grounds of Elm Farm, which is centrally located in the village, provides an important break in the street frontage and contributes to the character of the centre of the village. The village is set in open countryside, and is visible from Watton Road to the north, creating a landscape setting when approaching the village from Green Lane. However, hedges and trees to the south of the village mean there are fewer long-range vistas.

The proximity to the A47 (via Green Lane) makes Little Melton accessible from Norwich. There are bus stops (on both sides of the road) at two points in the village, with buses to Wymondham, Hethersett and Norwich.

Services and Community Facilities
Little Melton has a range of services and community facilities including Little Melton Primary School and the Village Inn, plus a convenience store and MOT garage. There are allotments, accessible from Great Melton Road and Mill Road, which contribute to the rural nature of the village. The village hall and playing field are on Mill Road, outside the development boundary and in a countryside setting. There is a lack of footpaths in the village, which combined with narrow roads, makes pedestrian travel challenging at peak times.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land, but exclude the allotments which run between Great Melton Road and Mill Road.

There are problems with surface water drainage, which could be alleviated through improved maintenance of open and piped water courses.

The South Norfolk Place-making Guide states that key views of historic churches should be protected. All Saints’ Church lies to the east of the village along Mill Road, separated from the village by agricultural land. From the village, views of the church are blocked by roadside hedges and field boundary hedges.
Policy LIT 1: Land at Ringwood Close

This site lies to the south of Ringwood Close. Land amounting to approximately 1 hectare is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site will be required to ensure the following:

- The site should avoid the use of hard materials on the western boundary, to protect the views from All Saints’ Church to the north-east
- The ecological value of the site should be assessed before this site is developed. Features such as ponds, hedgerows and wooded patches should be maintained where possible
- Advice from the Highways Authority should be followed regarding the traffic capacity of Mill Road, the Burnthouse Lane junction and improved pedestrian access to village services including the school
- Site layout accounts for sewers crossing the site
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Sustainable urban drainage scheme should ensure no additional surface water leaves the site
Mulbarton and Bracon Ash (Norwich Policy Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Mulbarton and Bracon Ash as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

Form and Character of Mulbarton
Historically Mulbarton developed with cottages and individual properties fronting the three roads around The Common. More recently, estate development has taken place on a large scale to the south of The Common which has altered the form and character of the village. As a result of past planning policies, The Common has remained as a large undeveloped space in the centre of the village and is important in terms of both visual amenity and recreation opportunities. There has been little development on the edges of The Common in order to preserve its impressive open appearance and allow views out over the surrounding countryside, drawing the countryside into the ‘core’ of the village.

There is also a good buffer of open farmland between the B1113 and the western edge of new residential areas south of The Common which contributes to the setting of the village.

The view of the church, north of The Common, is prominent from all parts of The Common. The special character of this area has been recognised by the designation of a Conservation Area in 1977, which was extended in 1994.

Form and Character of Bracon Ash
The parish of Bracon Ash lies to the south-west of Mulbarton on the B1113. There are three distinct settlement groupings, including the area around the church and the area at Hethel. The main settlement has developed in a linear fashion along The Street, Hawkes Lane and Poorhouse Lane and comprises mainly frontage properties. It is separated from Mulbarton by agricultural land to the south of Cuckoofield Lane which contributes to its individual identity. Within the village, there is an important gap to the north of Mergate Farm, which maintains the segregation between the farm and the village. The B1113 gives reasonable access via the A140 to Norwich.

Services and Community Facilities
Bracon Ash has a village hall, children’s playground and bowling green, and is easily accessible to the good range of services and facilities available at nearby Mulbarton, which includes infant and junior schools, farm shop, GP surgery, social club, village hall and scout/guide hall, convenience stores, hot food take-aways, car MOT garage, pub and children’s playgroup.
**Development Boundary and Constraints**

The development boundary has been drawn to include the main built form of the settlement and include the allocated land. Some parts of Mulbarton have been removed from the development boundary to reflect Flood Zones. The village hall, Old Hall Farm and the church and rectory are excluded, but there are further small clusters of development with boundaries at the north and west of the common. In Bracon Ash, development at Poorhouse Lane, The Street and Hawkes Lane are included, but Mergate Farm and the small cluster of dwellings off Mergate Lane have been excluded. Infill development opportunities have been created at The Rosery and Norwich Road in Mulbarton and at Hawkes Lane and the nurseries in Bracon Ash.

There is a planning application with a resolution to permit 180 dwellings on land east of Long Lane (2011/2093) on a site which includes the area covered by policy MUL1.

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**Policy BRA 1 : Land at Norwich Road, Bracon Ash**

The site lies to the east of Norwich Road and south of the village hall. There is no physical feature delineating the southern boundary of the site, which is in line with existing development on Hawkes Lane. Land amounting to some 0.9 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to ensure the following:

- Safe access and visibility from/to the B1113
- Wastewater infrastructure capacity must be confirmed prior to development taking place

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**Policy MUL 1 : Land off Long Lane/The Rosery**

The site lies to the east of recent development at Cuckoofield Lane, and to the east of Long Lane and south of The Rosery. Land amounting to some 5.85 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 150 dwellings.

The developer of the site is required to ensure the following:

- Suitable access from the junction at The Rosery/Long Lane, which may require
significant highways work to improve visibility
- Development integrates with existing development to the north and west
- Wastewater infrastructure capacity must be confirmed prior to development taking place, and surface water drainage will form an important element of this
- Site layout accounts for water mains crossing the site
Newton Flotman (Norwich Policy Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Newton Flotman as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

Form and Character
The main settlement of the parish lies on the A140 in the Tas Valley, where the boundaries of Saxlingham Thorpe and Newton Flotman parishes meet. Development within the settlement is nucleated, with almost all residential development in the village occurring to the north of the river. The valley side development is visually prominent when approaching the village from the south-west. Little development has occurred on the east side of the A140 in the attractive valley floor area of the Tas Valley, and the A140 virtually acts as a bypass for the village. Much of this eastern area is now included within the enlarged Shotesham Conservation Area. Church Road provides a strong boundary when approached from the north with the church being strikingly prominent.

Services and Community Facilities
Newton Flotman has a good range of services and facilities. The main part of the village contains a GP surgery, primary school, village hall, residential care home, motorbike salesroom, stage school and allotments. There is a restaurant to the south of the village, and local employment at the animal feed mill to the south of the river. The village possesses a good direct link via the A140, to Norwich and Long Stratton.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. The village hall, rectory and church are excluded from the development boundary, as is the animal feed mill and all housing on the east of the Ipswich Road.
Policy NEW 1: Land adjacent to Alan Avenue

This site is to the south-west of Alan Avenue. Land amounting to some 1.3 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 30 dwellings.

The developer of the site is required to ensure the following:

- Suitable access from Alan Avenue
- Site layout accounts for water mains crossing the site
- There should be no overland surface water flows leaving the site which might increase flood risk elsewhere
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Landscaping will be required to minimise the impact on the landscape from the south-west
Policy 15 of the Joint Core Strategy (JCS) identifies Spooner Row as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

**Form and Character**
Spooner Row lies within the parish of Wymondham. The village has developed as four significant settlement groupings, with the Norwich to Ely railway line and agricultural land separating the groups. The large open spaces between these settlement groups contribute to the character of the village. To the north-east is Suton also lying within the parish of Wymondham. This consists of a small group of dwellings and some small ribbon development.

**Services and Community Facilities**
Spooner Row has a station on the Norwich - Ely railway line. It has a minor road connection to the A11 providing access to Attleborough, Wymondham and Norwich. The village hall, rail halts and school are in the School Lane/Station Road cluster; there is a pub at Chapel Road/Bunwell Road.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and the newly allocated land, but excludes the school playing field. Some changes have been made to the development boundary to remove land within flood zones 2 & 3. This has fragmented one of the development boundary clusters into two. A small extension to the development boundary has been proposed at Top Common to allow limited infill development.

**Policy SPO 1 : Land at Chapel Road**
This site sits opposite and adjacent to existing housing on Chapel Road, and consolidates one of the existing development boundary clusters. Land amounting to some 0.6 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to ensure the following:

- The northern edge of the site should be landscaped to lessen the visual impact when approaching the village along the Wymondham Road
• Advice should be sought from the appropriate water authority regarding the need for relocation of the existing sewage pumping station opposite the site, to facilitate maintenance

Policy SPO 2 : Land at School Lane

This site lies to the north of the playing field and opposite existing housing, and consolidates one of the existing development boundary clusters. Land amounting to some 0.3 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings

The developer of the site is required to ensure the following:

• Development must not restrict public access to the playing field
• Pedestrian refuge should be provided on the western side of School Lane to improve pedestrian access to the school
• Site layout takes account of a tree protected by a TPO, adjacent to the site
• A sustainable urban drainage scheme should ensure that no surface water drains off the site
Policy 15 of the Joint Core Strategy (JCS) identifies Stoke Holy Cross as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

Form and Character
Within the parish of Stoke Holy Cross there are two main areas of settlement, the main village lying astride the C201 road connecting Norwich and Hempnall in the west of the parish, and the settlement of Upper Stoke which lies on its eastern boundary. This latter settlement forms part of the settlement of Poringland and is covered by the Poringland development boundary.

Historically the village developed around the mill which forms the principal building in the small Conservation Area which was designated in 1975. The village has traditionally had a strongly linear form and has developed along the eastern banks of the River Tas away from the older historic part of the settlement around the mill. More recent estate development has taken place on the eastern side of Norwich Road where the village has developed up the slope of the valley.

Services and Community Facilities
The village possesses a wide range of facilities, including a primary school, pub and recreation facilities. The C201 provides a direct link from the village to Norwich. This road crosses over the A47 Norwich Southern Bypass, but no access on to the A47 is provided at this point and therefore traffic wishing to access the A47 either has to go via the Norwich Ring Road, Poringland or Dunston, the latter being unsuitable to any increase in traffic due to the narrow nature of the lanes through Dunston to the A140.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. The boundary allows for additional infill development on Long Lane and elsewhere in the village but has been drawn to protect the more rural character of the village in the southern and northern extremities of development along Norwich Road.
Policy STO 1: Land to the south of Stoke Holy Cross Primary School

The site comprises of a field to the south of the school and part of a field adjoining the eastern extent of development on the southern side of Long Lane. The site immediately adjoins the school’s southern boundary and therefore allows for the extension of the school into the site. The site also adjoins existing development on Five Acres to the west in which pedestrian and cycle access is possible, as well as the potential to link to existing amenity land. Land amounting to some 8.2 hectares is allocated for housing and associated infrastructure including expanded school facilities. This allocation could accommodate approximately 75 dwellings.

The developer of the site is required to provide the following:

- Vehicular access to the development from Long Lane with pedestrian and cycle access also provided from Five Acres
- Local highways improvements and the provision of a safe access
- Open space on the southern boundary of the site to provide an expansion of the open space at the southern end of Five Acres
- The development shall allow for expansion and improvement of the facilities at the adjoining Primary School to be agreed with the Education Authority
Policy 15 of the Joint Core Strategy (JCS) identifies Surlingham as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

**Form and Character**
Surlingham is very much of a linear character with no significant estate development. It comprises ribbons of continuous single plot depth development principally strung out along The Street, The Green and Walnut Hill with off-shoots from these roads along New Road and Mill Road. Detached from this main group is Ferry Corner to the north, and Church Corner. There is no estate scale development and the village retains a very rural character.

**Services and Community Facilities**
There is a reasonable range of facilities including a primary school, shop and garage and these are concentrated close to the junction of Walnut Hill and New Road. The settlement is linked to the Norwich Area by the C202 which links via Bramerton to the A146 at Trowse close to its junction with the A47 Norwich Southern By-pass which provides good accessibility to the wider Norwich area.

**Development Boundary and Constraints**
The development boundary has been drawn to protect the rural nature of the settlement and the existing pattern of development. In addition, the boundary allows for two small residential allocations that reflect the linear pattern of development.

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**Policy SUR 1 : Land on The Street north-west of No. 66**

The site comprises of a small parcel of land between the northern extent of development along this section of The Street and Leach’s Turn. Land amounting to some 0.34 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to provide the following:
- Frontage development onto The Street only
- Local highways improvements and the provision of a safe access
Policy SUR 2 : Land east of New Road

The site comprises partly of unused land that is currently overgrown and an adjoining section of agricultural land. There is currently a significant difference in levels from New Road and the unused parcel of land which would need to be addressed in any development. Land amounting to some 0.4 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to provide the following:

- Frontage development onto New Road only
- Landscaping to address the difference in levels within the site
- Local highways improvements and the provision of a safe access
Swardeston (Norwich Policy Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Swardeston as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA‘ allowance.

Form and Character
Swardeston has developed either side of the B1113, with outliers of development around The Common. The historic ‘core’ of the village is to the west of the main road where there are a number of older cottages facing The Common. More recent estate scale development has taken place to the east of the B1113.

The focus of the village is The Common which occupies some 21 hectares. There has been some limited infilling in the surrounding settlement groups but its character as a large, informal open space crossed by a network of unmade tracks has remained, and contributes greatly to the pleasant rural character of the village. There is an outlier of development to the south of the road leading to Lower East Carleton. The landscape to the east of the village is open.

Services and Community Facilities
The village possesses a good range of facilities including a garage, bakery, village hall, bowling green, farm shop and pub, but has no school. The village has good access to Norwich via the B1113 and A140.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. The development boundary is fragmented; the largest group along Main Road excludes Roadside Nursery and the larger residences around the church. In addition, there is a development boundary around two groups of dwellings to the north and west of the common, on Intwood Lane and The Common. There is an opportunity for limited infill development on Intwood Lane.

There are problems of surface water drainage particularly on the east side of the village and estate scale development would have to overcome this.
Policy SWA 1 : Land on Main Road

This site lies to the south-east of the junction between Main Road and Gowthorpe Lane. Land amounting to some 2.7 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 30 dwellings reflecting the density of development elsewhere in the village.

The developer of the site is required to ensure the following:

- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.
- Wastewater infrastructure capacity must be confirmed prior to development taking place, and this should include sustainable urban drainage systems.
Policy 15 of the Joint Core Strategy (JCS) identifies Tasburgh as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

Form and Character
There are two main areas of settlement in the parish, Upper and Lower Tasburgh. Upper Tasburgh has developed as a nucleated settlement as a result of post-war estate development and lies above the Tas Valley which runs to the south and west. Lower Tasburgh is set in the Tas Valley and comprises an older ribbon of development strung along part of Grove Lane and Low Road. With the exception of a small estate at Harvey Close the character of Lower Tasburgh comprises single plot depth development of varying age with significant trees and hedges interspersed with important gaps that give it an attractive rural character. Upper Tasburgh has a good direct link onto the A140 linking Norwich and Ipswich and on which there are frequent bus services. Lower Tasburgh’s links to this road are by minor roads, some of which are very narrow.

Services and Community Facilities
There is a good range of facilities including a village hall, recreation facilities, pub, shop and primary school, which are primarily located in Upper Tasburgh.

Development Boundary and Constraints
The development boundary has been drawn to include the main built-up area of Upper Tasburgh and to include the allocated land. There is also a development boundary drawn to include part of Lower Tasburgh to allow for some infill development where land does not fall within Flood Risk Zones 2 or 3 or is not of a significant distance from any services.

Policy TAS 1: Land north of Church Road and west of Tasburgh school
The site comprises of land immediately to the north-west of the existing built-up area of Tasburgh, but is also adjoined by a small area of settlement around Old Hall Farm further to the north-west. The site also immediately adjoins the school. Land amounting to some 1.14 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.
The developer of the site is required to provide the following:

- Vehicular access to residential development on the site, from a safe access onto Church Road
- Pedestrian and cycle access to the school from the residential development on the site
- Expansion or improvement to the school facilities as agreed with the Education Authority
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is within a minerals and waste consultation area. Developers will need to consult Norfolk County Council (Minerals and Waste Policy) as part of any future application on the site.
Policy 15 of the Joint Core Strategy (JCS) identifies Alburgh as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
Alburgh is a linear village of mainly single plot frontage development with a mixture of housing types forming a central core along The Street, with a short spur along part of Church Road. A ribbon of scattered farmsteads and dwellings extends northwards towards Mill road, and an open area containing farmsteads and some isolated dwellings extends southwards towards Piccadilly Corner. The area is characterised by many hedgerows and a number of mature trees, and is generally surrounded by open fields affording distant views. The village is linked to Hempnall and the B1527 to the north via The Street; and is linked to the A143 to the south via Tunbeck Road and Station Road, thereby on to Beccles, Bungay, Harleston and Diss.

**Services and Community Facilities**
The village contains a village hall at the junction of Low Road and Church Road, and a primary school. The village has the benefit of mains sewerage which has some spare capacity.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built-up area of the settlement around The Street. The remainder of Alburgh is very dispersed and therefore unsuitable for the creation of a development boundary without leading to significant development which would fundamentally alter the character of the area.

A number of sites were put forward across the parish to be included within the development boundary or for allocation for development. These sites were all assessed but none were considered suitable for allocation, although some were included within the development boundary. As a consequence, no sites have been allocated for development due to a lack of sites that are both suitable for development and deliverable within the plan period.
Ashwellthorpe (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Ashwellthorpe as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The main concentration of development has taken place along both sides of The Street resulting in a predominantly linear settlement. A further ribbon of development extends at the western end of The Street, southwards on New Road. Some estate development has taken place at Knyvett Green and Greenwood Close on the south of The Street. To the north of The Street is Lower Wood, a large wooded area (and SSSI) forming an attractive backdrop to the village and contributing to the rural character and setting of the village. Good road links exist to Wymondham on the B1135 and Norwich via the B1135 and A11.

**Services and Community Facilities**
There are a few facilities including a village hall and pub (the village shop has closed). The village has mains sewers.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement, but there are two breaks at Wood Farm and Church Farm. The village has a recent planning permission (2011/0506) outstanding for 31 dwellings, new village hall and outdoor leisure facilities. The permission site is not included within the development boundary as this could risk its delivery. The site will be included within future iterations of the development boundary when it is built out.

No sites have been assessed as potential allocated sites, due to the outstanding permission for 31 additional dwellings.
Policy 15 of the Joint Core Strategy (JCS) identifies Aslacton and Great Moulton as a combined Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The main concentrations of development within the parishes of Aslacton and Great Moulton are in three distinct settlements – the historic village cores of Aslacton and Great Moulton, and an area of largely modern development at Sneath Common.

The historic core of Aslacton is concentrated around The Street and Church Road and includes the village school. Immediately to the east of the existing built-up area of the village is a former scrapyard known as Coopers Scrapyard in which planning permission was granted on appeal for 15 dwellings.

Great Moulton is a compact settlement which has developed between a number of traditional farmsteads strung along the south side of High Green and some further farms on the north side of Old Road. The village has seen a considerable amount of modern development, with estate development such as Potters Crescent and Heather Way as well as a large amount of infill development.

The local road network comprises of mainly ‘C’ and unclassified roads, but the B1134 to the south of Sneath Common provides links to the A140 to the east and the B1077 and New Buckenham to the west.

**Services and Community Facilities**
There are a few facilities including a village hall and pub (the village shop has closed). The village has mains sewers.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the three settlements. In addition, the boundary includes a small allocation on High Green and the former scrapyard in Aslacton. The existing permission on this site was not included in the 2008 base date and therefore the site is counted towards the 10 to 20 dwellings required by the Joint Core Strategy and is included within the boundary as an allocation.
Policy GRE 1 : Land north of High Green opposite White House Farm Bungalow

The site comprises of part of a field to immediately to the west of the extent of development in Great Moulton along the northern side of High Green. Another part of the field to the rear of the site has recently been developed as an exceptions affordable housing scheme. Land amounting to some 0.55 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to provide the following:

- Frontage development on to High Green only
- Wastewater infrastructure capacity must be confirmed prior to development taking place

Policy ASL 1 : Coopers scrapyard site, Church Road

The site comprises of a former scrapyard adjoining the existing built-up area of Aslacton. The site is close to the school and bus services along Muir Lane. Land amounting to some 0.78 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 15 dwellings.

The developer of the site is required to provide the following:

- A safe vehicular access onto Church Road
- Footway links along Church Road between the site access and the school entrance and the bus stops on Muir Lane
Policy 15 of the Joint Core Strategy (JCS) identifies Barford as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
Barford is a compact settlement on the north bank of the River Tiffey. Development has extended northwards away from the B1108 along Cock Street and Style Loke, with frontage development to the north of Church Lane and along Chapel Street/Marlingford Road. The historic centre of the village is concentrated on Cock Street and Chapel Street with later estate development situated off Chapel Street at Park Avenue and Clarke Close.

The village is set in the attractive valley of the River Tiffey and is characterised by mature tree planting. The most sensitive area of the village is situated on either side of Cock Street where the Hall and its grounds on the west side and the popular plantation on the east side, positively contribute to the form and character of the village.

Barford has a good road link via the B1108 to Norwich 13km to the east and links via mainly unclassified roads to Wymondham 6km to the south.

**Services and Community Facilities**
Barford has a range of facilities including a village hall, pub and primary school. There are also a number of industrial and commercial concerns located within the centre of the village, which provide local employment opportunities. The village has the benefit of mains sewers.

**Development Boundary and Constraints**
A development boundary has been drawn to include the main built form of the settlement. A smaller development boundary has been drawn around the existing properties on Church Lane to the west of the village, which includes the new housing allocation.

Much of the central part of Barford forms part of the Barford Flood Alleviation Scheme which helps to control flooding in the village. This has therefore constrained where development could be located in the village, and this area has been excluded from the development boundary.
Policy BAR 1 : Land at Church Lane

This site is situated south of Church Lane to the west of the village. It is located between The Hall to the east and Church Farm to the west.

Land amounting to some 0.52 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to ensure the following:

- A safe access onto Church Lane
- A footpath to link the site to the main part of the village
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Any direct or indirect discharge into the Barford Flood Alleviation Scheme would need prior consent from South Norfolk Council in addition to any consent given by the SuDS Approving Body
- Site needs to be well screened as approached from Church Farm to minimise visual impact on the currently rural approach to the village
Policy 15 of the Joint Core Strategy (JCS) identifies Barnham Broom as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The built-up area around Mill Road is set on a west-facing slope of part of the attractive Yare Valley. It is separated from the eastern part of the village by the significant wooded area south of St Michael’s Church and open fields south of Norwich Road. The settlement form here is based on the junction of Mill Road and Bell Road, and estate-scale development has occurred between the two roads. To the east, the built-up area of Norwich Road is linear, with small cul-de-sacs at Chapel Close and Lincoln’s Field. Further east of the built-up area at Norwich Road is the detached farm hamlet of Pockthorpe, which is separated from the main part of the village by a significant open gap, with good views of the surrounding open countryside. Good road links exist to Norwich and Watton (B1108) and Wymondham and Dereham (B1135).

**Services and Community Facilities**
There is a good range of facilities including a primary school, village hall, garage, shop and pub. Outside the village centre, the parish also contains Barnham Broom Golf & Country Club. The village has mains sewers discharging to the Wymondham sewage treatment works.

**Development Boundary and Constraints**
The development boundary has been drawn in two parts to include the main built form of the settlement. There is a significant break in the development boundary where agricultural land and woodland provide a rural setting for the village. The development boundary has been extended adjacent to Lincoln’s Field to allow limited infill development. At the far west of the village, the development boundary has also been re-drawn to exclude properties in the flood zone.

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**Policy BARN 1 : Land at Bell Road**

This site is part of a larger field in agricultural use. There are no physical boundaries delineating the site, which extends the development boundary at Bell Road, adjacent to Mill View. Land amounting to some 1.2 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to ensure the following:

- Site design acknowledges role as gateway to village
- No harmful impact on the setting of Kimberley Park
• Access either from Mill View or Bell Road
• Footpath or pedestrian refuge to be provided along Bell Road
• Wastewater infrastructure capacity must be confirmed prior to development taking place
Policy 15 of the Joint Core Strategy (JCS) identifies Bergh Apton as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
Development within the parish is relatively small scale and in clusters along Cookes Road and The Street, and a larger concentration of development along Mill Road and Threadneedle Street that has created a linear settlement form characterised by one plot depth development. The main areas of settlement in the village retain a rural character with no estate scale development whilst the remainder of the parish consists of isolated dwellings and farmsteads. The local road network comprises ‘C’ class and unclassified roads. The A146 is to the north of the settlement which provides a good link to Norwich and Lodden.

**Services and Community Facilities**
The settlement has a range of social and community facilities including a village hall, and shares a primary school which is located in the adjacent village of Alpington.

**Development Boundary and Constraints**
The development boundary has been drawn to include three main areas of settlement within Bergh Apton. These are the linear development along Mill Road and Threadneedle Street; around the junction of Cookes Road and The Street which includes an allocation of seven dwellings, and further south on The Street which includes an allocation of five dwellings. The recently completed affordable housing scheme at the southern end of The Street has been specifically excluded to help ensure it is retained as affordable housing.

**Policy BER 1 : Land south of Cookes Road and east of The Street**
The site comprises of a field bounded by Cookes Road and The Street as well as an existing dwelling adjacent to Cookes Road. Only the part of the field fronting the two roads is suitable for development to reflect the existing pattern of development in this part of Bergh Apton and due to surface water flooding that occurs in areas of the remaining part of the field. Around 0.65 hectares of the field adjoining Cookes Road and The Street is allocated for housing and associated infrastructure. Taking into account the need for attenuation, this allocation could accommodate approximately 7 dwellings.

The developer of the site is required to provide the following:

- Frontage development onto Cookes Road and The Street only
• Appropriate boundary treatment on the southern boundary to minimise the impact on the open landscape to the south
• Appropriate surface water drainage attenuation as required using the remainder of the existing field to the south and east of the land allocated for residential development

Policy BER 2: Land south-west of the site of St Martin’s Church, The Street

The site comprises of land close to the junction of The Street and Dodgers Lane. Land amounting to some 0.38 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to provide the following:

• Frontage development onto The Street
• Appropriate boundary treatment on the eastern boundary to minimise the impact of development on the open landscape to the east
Brooke (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Brooke as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The village is situated on the B1332 Norwich – Bungay Road with development traditional located in a linear form running eastwards and westwards from the Norwich Road (B1332) along The Street and High Green. Some modern estate development has occurred off both these roads.

The village is characterised by a mixture of dwellings, especially on The Street and High Green where there are many historic buildings. These combine with trees, hedges, water features and undeveloped spaces to create an attractive area which is encompassed by a conservation area. There is a small but important area of open space at the southern end of Brecon Road which lies within the development boundary and is protected within the Development Management Policies document. The area immediately to the south of the village is well wooded which creates a visual shield for the village. Elsewhere within the parish development is widely dispersed comprising individual dwellings and farmsteads, although Brooke Industrial Park has been developed in recent years to the north of the village on the B1332. This road provides relatively good access to Norwich some 12km to the north and Bungay to the south. The remainder of the local road network comprises a mixture of ‘C’ class and unclassified roads.

Services and Community Facilities
The settlement has a range of social and community facilities including a post office and shop, primary school and a village hall.

Development Boundary and Constraints
The development boundary for Brooke is in three parts. Within the main settlement itself, the boundary is divided into a western section around development along High Green and Norwich Road and an eastern section encompassing development along The Street. The western boundary includes the two residential allocations, whilst parts of the centre of the village around the Meres and the Conservation Area around Brooke House have been specifically excluded. The third section of development boundary is to the north of the main settlement and defines the Brooke Industrial Park employment area.
Policy BKE 1: Land on both sides of Norwich Road to north of No.30 and No. 35

The site comprises of land on either side of the B1332 immediately to the north of the existing built-up area of the village. As such, development in this location will form an important gateway development on the main approach from Norwich and this will need to be reflected in its design. The site comprises of 1.3 hectares of land and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 12 dwellings with approximately 6 dwellings on either side of the road.

The developer of the site is required to provide the following:

- Frontage development onto Norwich Road
- Local highways improvements and the provision of safe access
- Appropriate boundary treatment on the eastern, western and northern boundaries to minimise the impact on the open landscape to the east and west and on the approach to the village from the north

Policy BKE 2: Land at High Green Farm

The site comprises of a former farm and is characterised by a number of redundant agricultural structures. There is also the former farmhouse which remains in residential use. Land amounting to some 0.92 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 8 dwellings.

The developer of the site is required to ensure the following:

- All former agricultural structures (other than the farmhouse) should be removed prior to the commencement of works on any of the new dwellings
- Local highways improvements and the provision of a safe access

Policy BKE 3: Brooke Industrial Park

Brooke Industrial Park has experienced incremental growth over time and has now become an established employment site. There remains some opportunity for growth which this policy seeks to promote. However, it is important that the site remains as an employment site and that uses such as residential use are resisted given its location removed from established settlements such as the villages of Brooke and Poringland. Land amounting to some 4.8 hectares is therefore allocated for employment uses.

The developer of the site is required to ensure the following:

- New development on the site shall be limited to B1, B2 and B8 uses
Broome (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Broome as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
Development within the parish has been along Yarmouth Road and Sun Road in a linear form with an isolated group of development at Broome Street. Elsewhere the parish displays a dispersed settlement pattern comprising individual dwellings and farmsteads. The south-western end of the village merges with development at Ditchingham so that there is no clear distinction between the two settlements at this point.

The village is set in attractive open countryside within the Waveney Valley. Broome Heath lies to the north of Yarmouth Road and the undeveloped nature of this side of Yarmouth Road provides an open aspect which contributes significantly towards the rural character of the village. The A143, which by-passes the village, provides a link to Harleston and Diss to the south-west and Beccles and Great Yarmouth to the north-east, as well as Lowestoft via the A146. Local road and pedestrian links provide easy access to Bungay to the south, whilst the nearby B1332 provides a link to Norwich to the north.

Part of the parish lies within the Broads Authority area.

Services and Community Facilities
The settlement has a range of social and community facilities. It also has good access to a wider range of services in Ditchingham.

Development Boundary and Constraints
The development boundary has been drawn to include the existing linear pattern of development in the settlement and to include the allocated land which reflects this linear pattern.
Policy BRO 1 : Land at Yarmouth Road Adjacent No. 185

The site comprises of part of an agricultural field at the adjacent to the eastern extremity of the linear development along Yarmouth Road. Land amounting to some 0.26 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to provide the following:
- Development will comprise of frontage development along Yarmouth Road only
- The site will need appropriate boundary treatment on its north-eastern and north-western boundaries to minimise its impact on the open landscape to the north.
- Anglian Water advice will be needed regarding Waste Water Treatment Works capacity
- A safe access(es) will need to be provided

Policy BRO 2 : Land at Yarmouth Road Adjacent No. 39

The site comprises of an area of agricultural land at the adjacent to linear development along Yarmouth Road. Land amounting to some 0.45 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to provide the following:
- Development will comprise of frontage development along Yarmouth Road only
- Retention or re-routing of the public footpath that crosses the site.
- Off-site mitigation to the adjoining County Wildlife Site will need to be provided
- Anglian Water advice will be needed regarding Waste Water Treatment Works capacity
- A safe access(es) will need to be provided
Policy 15 of the Joint Core Strategy (JCS) identifies Bunwell as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The village is a series of dispersed groups of dwellings. The village at Bunwell Street is set in predominantly flat open countryside. This contrasts with the clusters of development at Low Common and Bunwell Hill, which are set in the Tas Valley. Development has been concentrated at Bunwell Street, in an extensive linear form with small clusters of development at Bunwell Hill and The Turnpike, Bunwell Bottom, Cordwell and Low Common. Development along The Street is interspersed with a number of farms generally set back from the road, providing an open aspect on the street scene. Parts of the built-up area of Bunwell Street lie within the parish of Carleton Rode. For the purposes of a development boundary, these are included within Bunwell (Carleton Rode is also a Service Village and will receive an allocation of sites). The B1113 runs through the parish, linking it to New Buckenham and Norwich. There are also road links to Attleborough and Wymondham.

**Services and Community Facilities**
There is a good range of facilities, including bus stops, a post office, butchers, convenience store and garage along Bunwell Street, although the primary school, village hall and playing field are along (or close to) The Turnpike.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. The proposed development boundary covers most development in Bunwell Street, but is split at Lilac Farm where farm buildings and newly developed affordable housing are excluded. There are additional development boundaries at Old Turnpike (by the school), The Turnpike and Little Green.

### Policy BUN 1: Land north of Bunwell Street

The site is a small field which lies to the north of Bunwell Street, east of the entrance to Greenways. Land amounting to some 0.5 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 8 dwellings.

The developer of the site is required to ensure the following:

- Pedestrian refuge will be provided along north side of Bunwell Street
Policy BUN 2 : Land at The Turnpike

This site lies to the north-west of The Turnpike, adjacent to existing housing and mirrors housing on the opposite side of the road. Land amounting to some 0.30 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 7 dwellings.

The developer of the site is required to ensure the following:

- Vehicular access onto The Turnpike to be agreed by the Highways Authority
- Footpath to be provided on The Turnpike
- Pedestrian access to the primary school, from the rear of the site, via a footpath on Church Lane
- Development should not adversely affect the setting of nearby listed building
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development
Carleton Rode (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Carleton Rode as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
To the north of the parish dwellings are within the development boundary of, and therefore considered with Bunwell (which is also a Service Village). Elsewhere, the main development of Carleton Rode village is along Flaxlands Road/Rode Lane, resulting in a linear settlement form characterised by one plot depth. There are isolated clusters of development at Hargate on the B1113 and at the junction of the B1113 and Rode Lane. Development along Rode Lane has been concentrated along the east side of the road, with the exception of a small group of dwellings on the west side. The relatively undeveloped west side of Hall Road and Rode Lane allows views of the surrounding countryside. Development around Church Farm is separated from the main built-up area by large open fields, contributing to the rural setting of the village. The village is surrounded by generally flat countryside, with the Tas Valley in the southern part of the parish. The B1113 runs through the south of the parish, linking it to New Buckenham and Norwich. There is also a road link to Old Buckenham.

Services and Community Facilities
The primary school is located to the south of the village, opposite the church, while the village hall and playing field are to the east of the village on Mill Road.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. The proposed development boundary covers most development along Rode Lane/Flaxlands Road, and separates the main village from the Church Farm cluster where open countryside is prominent. The road capacity of the village is a limiting factor.

Policy CAR 1: Land west of Rode Lane

This site extends the development boundary to the west of Rode Lane, and mirrors housing on the opposite side of the road. Land amounting to some 0.30 hectares is allocated for housing. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to ensure the following:

- Pedestrian refuge is provided on the west of Rode Lane
- Development avoids harmful impact on the setting of nearby listed buildings
- Wastewater infrastructure capacity must be confirmed prior to development taking
Policy CAR 2 : Land south of Flaxlands Road

This site extends the development boundary along Flaxlands Road and lies adjacent to existing housing on the southern side. Land amounting to some 0.30 hectares is allocated for housing. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to ensure the following:

- Site layout accounts for sewers crossing the site
- Vehicular access to the site subject to agreement by Highways Authority, which may require a continuation of the adjacent access road
- A separation distance acceptable to Anglian Water who have granted an exception to the usual cordon sanitaire for the nearby sewage works
- Wastewater infrastructure capacity must be confirmed prior to development taking place

The site should balance development on the east of Rode Lane and not extend the village further into the countryside.
Dickleburgh (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Dickleburgh as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The main concentration of development within the parish is based along the former A140. There are also smaller rural communities at Rushall and Langmere. Individual dwellings and farmsteads are dispersed throughout the remainder of the parish.

The historical centre of the village has developed along The Street and is characterised by buildings close to the road. More recent development has extended the built-up area both north and south along the former A140 with further developments eastwards along Rectory Road and Harvey Lane. Immediately to the north of the main part of the village is an area of development at Dickleburgh Moor, a small detached ribbon of development along the west side of Norwich Road. A number of estate developments have taken place in between Rectory Road and Harvey Lane. The A140 by-passes the village to the west providing links to Norwich to the north and Ipswich to the south, as well as Diss via the A1066.

Services and Community Facilities
The settlement has a range of social and community facilities including a primary school, village hall and shop. The village has the benefit of mains sewerage.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement, but specifically excludes the grounds of All Saints Church and the Rectory, the allotment gardens on Chapel Road and the recreation ground on Harvey Lane because of their contribution to the form and character of the village. In addition, no boundary has been drawn around the detached ribbon development at Dickleburgh Moor other than around a small employment site at Beech Farm as further residential development would be detrimental to the rural character of the area. The development boundary around the main settlement includes the allocated land.
Policy DIC 1: Land north Langmere Road and east of Limmer Avenue

The site comprises part of a large field to the south-east of the village and is adjacent to existing estate development at Limmer Avenue. Land amounting to some 1.1 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to provide the following:

- A small estate development
- Appropriate boundary treatment on the site’s eastern boundary to minimise its impact on the open landscape to the east
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Local highways improvements and the provision of a safe access will need to be provided
Ditchingham (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Ditchingham as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
Development within the parish has been concentrated along Loddon Road, Norwich Road, Station Road and Thwaite Road to form the established village of Ditchingham. Abutting the village to the east is the village of Broome. To the south of the parish at Ditchingham Dam is a small area of development which is contiguous with the built-up area of Bungay. Development within the remainder of the parish comprises of individual dwellings and farmsteads.

The village has developed a nucleated settlement form largely as a result of substantial post-war development. The majority of this growth has taken the form of estate development between Thwaite Road and Loddon Road. An area of 1950s Tayler and Green housing at Windmill Green and Scudamore Place makes a significant contribution to the character of the village and is now a Conservation Area. The A143 runs across the south of the parish linking with Beccles and the A146 to the east and Harleston, the A140 and Diss to the west. The B1332 provides a link to Norwich, whilst local road and pedestrian facilities provide easy access to Bungay.

The southern part of the parish lies within the Broads Authority area.

Services and Community Facilities
The settlement has a range of social and community facilities including a primary school, village hall and shop. The village has the benefit of mains sewerage.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land to the north of Rider Haggard Way.

Policy DIT 1 : Land north of Rider Haggard Way

The site consists of part of a large field adjoining the northern edge of the built-up area close to the village school. Land amounting to some 1.1 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to provide the following:

- Vehicular access to the development, via Waveney Road and Hamilton Way, with pedestrian access to the footpath running along the western boundary of the site
- Appropriate boundary treatment on the site’s northern boundary to minimise its impact
on the open landscape to the north

- Appropriate upgrading of the Waste Water Treatment Works capacity according to Anglian Water advice
- Site layout which accounts for sewers crossing the site
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is within a minerals and waste consultation area. Developers will need to consult Norfolk County Council (Minerals and Waste Policy) as part of any future application on the site
Policy 15 of the Joint Core Strategy (JCS) identifies Earsham as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
Earsham is located within the Waveney Valley approximately 1km south west of Bungay. The main area of development in the parish lies to the south of the modern A143 along The Street. Development elsewhere in the parish is of a scattered and sporadic nature.

The main built-up area of Earsham was originally based along the line of The Street with the core of the village centred on the crossroads of The Street and Station Road. Significant post-war development has resulted in a more nucleated settlement form. Earsham has good links, via the A143 with Beccles and Lowestoft to the east, and Harleston and Diss to the west, and to Norwich via the B1332.

Part of the parish, to the north of the A143 bypass, lies within the Broads Authority area.

**Services and Community Facilities**
The settlement has a range of commercial, social and community facilities including a primary school, pub, garage and village hall. Earsham is in close proximity to Bungay which provides a large range of social and community facilities. The village has the benefit of mains sewerage capacity.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement, excluding those areas to the north-east of the village which fall within Flood Zones 2 and 3, and to include the land allocated for development on School Road.

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**Policy EAR 1 : Land west of School Road and south of Queensway**

The site consists of a field enclosed on its southern, western and northern boundaries by existing residential development. On its eastern side is School Road. The site is around 0.8 hectares and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to provide the following:

- A new section of footway on the western side of School Road from the site to the existing footway north of Queensway
- A pedestrian link to Church Path
- A safe vehicular access onto School Road
Policy 15 of the Joint Core Strategy (JCS) identifies Geldeston as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The main concentration of development is around Geldeston Hill and The Street, with a small detached cluster at West End and isolated Dockeney and Dunburgh Hill.

The village has developed in a linear form along The Street with a small post-war council housing estate, The Kells, having been developed by Tayler & Green to the west of Geldeston Hill. Some infill development has occurred along The Street. The A143 to the north of the parish provides a direct road link to Bungay, the A140 and Diss to the west and Beccles and Great Yarmouth to the east and to Lowestoft and Norwich via the A146.

Much of the parish to the south of the village lies within the Broads Authority area.

**Services and Community Facilities**
The village has a limited range of social and community facilities, comprising a farm shop, village hall and pub. Mains sewerage is also available.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement along The Street and The Kells, but to exclude land on Station Road that falls within Flood Zones 2 and 3. The boundary also includes land allocated for residential development to the west of The Kells.

**Policy GEL 1: Land west of The Kells**
The site comprises of land immediately to the west of the existing built-up area of Geldeston, adjoining an area of Tayler and Green development at The Kells. The site is around 1.5 hectares in size and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to provide the following:
- Access from Kells Way
- Local highways improvements and the provision of a safe access
- A landscaping belt along the northern boundary to preserve the rural aspect from Yarmouth Road to the north
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources
Policy 15 of the Joint Core Strategy (JCS) identifies Gillingham as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The historic core of the village lies along The Street and Loddon Road, with a further cluster of development at west Kings Dam. Estate development has occurred north of The Street, and the majority of the village (contained within the development boundary) is now in a nucleated form. The older part of the village is characterised by substantial tree planting along Loddon Road, in particular the wooded area to the east and the line of trees along Forge Grove which are protected by a Tree Preservation Order.

The village is set in the Waveney Valley, and open views out from the village make an important contribution to its rural character. The attractive area around Gillingham Hall and its park was designated as a Conservation Area in 1994.

The parish is well served by the A146 (providing direct links to Beccles, Lowestoft, Loddon and Norwich) and the A143 (access to Bungay, Gt Yarmouth, and to the A140 and Diss). The former B1140 provides access to Thurlton and Norton Subcourse.

Services and Community Facilities
The village has a primary school at The Boundaries on Geldeston Road; a village hall on the east, and a motel on the west of Loddon Road. There is a petrol station and fast food restaurant north of the village at the A146/A143 roundabout. The village benefits from mains sewerage.

Development Boundary and Constraints
The development boundary is in two parts. The first includes the main built form of the settlement, excluding those parts that are within Flood Risk Zones 2 and 3. The second part is around the school and adjoining housing, which also extends to include an allocation for new housing in between the two built-up areas.

Policy GIL 1 : Land south of The Street

The site comprises of land between the main built-up area of the village and an area of housing around the village school. The site is around 1 hectare in size and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to provide the following:
- Vehicular access from The Street, with pedestrian and cycle access to the school
- Appropriate landscaping belt along the southern boundary to preserve the rural aspect from the Waveney valley
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources
Hales (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Hales as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
Development in Hales and Heckingham has been concentrated around Yarmouth Road east of the A146 Beccles Road. Individual dwellings and farmsteads are sparsely distributed through the remainder of the parish.

The village has developed along the historical road network of Yarmouth Road, School Lane and Briar Lane. There has been significant modern infill development together with some limited estate development which has resulted in a more nucleated settlement form.

The village is set in an attractive valley landscape which contributes to its rural setting. Hales is adjacent to the A146 which provides a good link to Norwich, Beccles and Loddon whilst the B1136 provides relatively good access to Haddiscoe, and then to Great Yarmouth via the A143.

Services and Community Facilities
The settlement has a range of social and community facilities including a village hall and shop at the Hales Service Station on the edge of the village. The village has mains sewerage.

Development Boundary and Constraints
The development boundary has been drawn in two sections to exclude land on Millside and Briar Lane that is within Flood Zones 2 and 3. Otherwise, the boundaries include the main built form of the settlement, development around the former Hales Hospital and land allocated for residential development in between.

Policy HAL 1 : Land at Yarmouth Road west of Hales Hospital

The site comprises of the southern part of a field in between the existing main part of the village and development around the former Hales Hospital. Part of the site would be difficult to develop due to a depression in the land in the south-eastern corner of the site resulting in a significant change in levels. Overall, the site consists of some 0.9 hectares and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to provide the following:
- A small estate development accessed from Yarmouth Road
- Local highways improvements and the provision of a safe access
- Appropriate boundary treatment on the northern boundary to minimise its impact on the open landscape to the north
Policy 15 of the Joint Core Strategy (JCS) identifies Hempnall as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The main settlement of Hempnall comprises of development along the lines of Broaden Lane, The Street, Mill Road / Bungay Road and Field Lane. Originally a linear settlement based on the historic road network, the village has developed a more nucleated settlement form mainly as a result of modern estate development to the east of Broaden Lane and east of Field Lane. The village has also experienced significant infill development. The B1527 runs through the parish providing good access to the A140 and Long Stratton to the west and to the B1332 and Bungay to the east.

**Services and Community Facilities**
The settlement has a good range of social and community facilities including a primary school, a number of shops, surgery, garages and village hall. The village has the benefit of mains sewerage.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement, except part of the historic core of the village which falls within Flood Zones 2 or 3. In addition, the boundary includes land allocated for residential development to the south-east of the village.

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**Policy HEM 1 : Land east of Roland Drive**

The site consists of largely agricultural land, including redundant historic agricultural buildings fronting on to Bungay Road which form a significant contribution to the local streetscene. The site is also immediately adjacent to the access to the village hall and playing field and presents an opportunity to achieve a more satisfactory shared access with any development on the site. The site consists of some 1.4 hectares and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to ensure the following:

- Development retains the historic agricultural building on the Bungay Road frontage of the site
- Any adjacent development respects the setting of these buildings and contributes positively to the adjacent conservation area
• Appropriate boundary treatment on the southern boundary to minimise the impact on the open landscape to the south
• Vehicular access from Bungay Road should be combined with access to the village hall and playing field with local improvements as required by the Highway Authority
• Public open space should be provided between the village hall and Bungay Road, retaining views of the countryside from the road
Policy 15 of the Joint Core Strategy (JCS) identifies Kirby Cane including the part on Ellingham parish as a combined Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The main development of Kirby Cane and Ellingham is concentrated in what has developed into a nucleated settlement around Mill Road, Mill Lane and Yarmouth Road, with significant estate development south of Yarmouth Road and on a more limited scale to the east of Mill Road and Mill Lane. There has also been a significant amount of infill development. The A143 provides a good link to Bungay, the A140 and Diss in the west and to Beccles, the A146 and Great Yarmouth to the east.

Services and Community Facilities
The settlement has a range of social and community facilities including a primary school, shop and village hall.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement, except where land falls within Flood Zones 2 and 3. A number of sites were put forward across the parish to be included within the development boundary or for allocation for development. These sites were all assessed but none were considered suitable for allocation for a number of reasons, particularly local highway constraints. As a consequence, no sites have been allocated for development due to a lack of sites that are both suitable for development and deliverable within the Plan period.
Norton Subcourse (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Norton Subcourse as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The main concentration of development within the parish is based along Loddon Road/The Street, and adjoins the main built-up area of Thurlton. There is a small scattering of development based along Low Road with development in the remainder of the parish comprising dispersed individual dwellings and farmsteads. The village is set within a small tributary valley with the marshland of the River Yare immediately to the north. The good open views of the surrounding landscape from within many parts of the built-up area, together with areas of good tree and hedge planting, provide the village with its essentially rural character.

The former B1140 provides a link to the A143, A146 and Beccles to the south, and to Reedham via the Reedham Ferry to the north. The B1136 links the village to Haddiscoe and Gt Yarmouth to the east and Loddon to the west.

Services and Community Facilities
Limited facilities are available in Norton Subcourse. A wider range of facilities is available in the adjacent village of Thurlton. The village has mains sewerage.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement, except where land falls within Flood Zones 2 and 3. A number of sites were put forward across the parish to be included within the development boundary or for allocation for development. These sites were all assessed but none were considered suitable for allocation. As a consequence, no sites have been allocated for development due to a lack of sites that are both suitable for development and deliverable within the Plan period.
Policy 15 of the Joint Core Strategy (JCS) identifies Pulham Market as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
Pulham Market is a nucleated village which has developed around an attractive village green. A large number of attractive buildings front the green which are included within a larger conservation area. The village green affords an open aspect for the village centre. There has been considerable development in the second half of the twentieth century to the north and west of the conservation area at Falcon Road, Julians Way, Mill Close and Springfield Walk. In addition infill development has occurred within the built-up area of the village.

Land around the village is gently rolling and offers distant views across mainly arable land. This gives the village its attractive rural setting. The former route of the B1134 (Tattlepot Road) provides a good link to the A140 linking to Norwich and Long Stratton to the north and Diss to the south. To the west, there is a relatively good link to Harleston.

Services and Community Facilities
The settlement has a range of social and community facilities including a primary school, shop, post office and village hall, allotments, bowling green, tennis court and recreation ground. The village has the benefit of mains sewerage.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include a site for allocation on Tattlepot Road.

Policy PUL 1 : Land at Sycamore Farm, Tattlepot Road

The site comprises of a redundant farm with a number of derelict structures and the listed farmhouse with associated historic outbuildings. The site consists of some 0.7 hectares and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to ensure the following:

- Retention of the listed Sycamore Farm and its historic outbuildings close the site frontage
- A small estate development accessed from Tattlepot Road
- Local highways improvements and the provision of a safe access
Policy 15 of the Joint Core Strategy (JCS) identifies Pulham St Mary as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The main village is located centrally within the parish. It developed in a linear form east-west with development later being located on a north-south axis along North Green Road, Station Road and Mill Lane, and later still, estate development at Goldsmith Way, Bond Close and Chestnut Road. This has resulted in a village with both linear and nucleated features. The ribbon of local authority housing on Norwich Road reinforces the linear form at the western end of the village. In the centre of the village the grounds of ‘The Grange’ form a large undeveloped area which adds to the open character of the village, as does the area to the north of The Street around the churchyard. Large parts of the village containing a variety of historic buildings fall within a Conservation Area, which extends to the river meadows south of The Street as far as Dirty Lane. The village has good road access via Starston to Harleston to the east and via Pulham Market to the A140 to Norwich, Long Stratton and Diss to the west.

**Services and Community Facilities**
The village hall, post office/stores and shop are located along The Street. The village has mains sewerage.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement but to exclude the churchyard and the grounds of The Grange which contribute to the character of the village. The boundary also excludes areas of land at the southern and eastern extremities of the village which are located within Flood Zones 2 and 3.

A number of sites were put forward across the parish to be included within the development boundary or for allocation for development. These sites were all assessed but none were considered suitable for allocation, primarily due to access constraints but also due to issues surrounding the setting of the village centre which is a Conservation Area. As a consequence, no sites have been allocated for development due to a lack of sites that are both suitable for development and deliverable within the Plan period.
Policy 15 of the Joint Core Strategy (JCS) identifies Rockland St Mary as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**

Development is concentrated along The Street with a small detached cluster of development at Rockland Staithe to the east of the village, and an isolated group of houses to the west at The Oaks, Bramerton Lane. A small number of individual dwellings and farmsteads are widely dispersed throughout the remainder of the parish.

The village has developed a linear settlement form based along Rookery Hill and The Street. It has experienced some limited estate development, particularly at the eastern end of the village adjacent to Surlingham Lane together with some infill development.

The village is set on the Yare Valley with a smaller tributary valley to the south, which together with good views from within the built-up area of the surrounding landscape and the good tree and hedge planting throughout, give the village a pleasant rural character. Most of the parish to the east of the village, including Rockland Staithe, lies within the Broads Authority area. Bramerton Lane / Rockland Road (C202) which meets the A146 at Trowse provides a relatively quick link to Norwich and the A47. Run Lane links to the A146 at Hellington Corner.

**Services and Community Facilities**

The settlement has a range of social and community facilities including a primary school, post office, shop, doctors surgery and village hall. The village has the benefit of mains sewerage.

**Development Boundary and Constraints**

The development boundary has been drawn to include the main built form of the settlement along The Street, as well as along School Lane and development around Surlingham Lane on Bee-Orchid Way. The boundary also includes an allocation for residential development adjacent to this existing estate development. The boundary is close to but does not adjoin the Broads Authority area.

**Policy ROC 1 : Land off Bee-Orchid Way**

The site comprises of land to the east of existing estate development on Bee-Orchid Way. It consists of some 1.08 hectares and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings although the findings of an ecological assessment may constrain housing capacity and reduce the number of dwellings deliverable on this site.
The developer of the site is required to provide the following:

- Appropriate boundary treatment on the site’s northern and eastern boundaries to minimise its impact on the open landscape to the north and east
- Improvement to the existing access from Bee-Orchid Way to provide adequate access for the development
Policy 15 of the Joint Core Strategy (JCS) identifies Roydon as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The main development in the parish is concentrated in three areas. There is the main village of Roydon; an area of settlement around Baynards Green; and parts of the settlement of Diss to the west of Shelfanger Road and north of Factory Lane, and along Tottington Lane west of Fair Green (both of which are within Diss development boundary and considered with Diss). The parish also contains clusters of development around Brewers Green and part of Bressingham Common along Bressingham Road.

Roydon village is located on the A1066 overlooking the Waveney Valley, and comprises several residential estates to the north of the road and a ribbon of development along its south side. To the east, an area of open fields containing an isolated row of dwellings on Factory Lane separates Roydon from the developed area of Diss. Elsewhere, the village is surrounded by open farmland affording attractive views to Snow Street and a shallow valley to the north, and across the larger Waveney Valley to the south.

At Baynards Green, development is of a linear nature along Snow Street, Baynards Lane and Hall Lane. These combine to create an attractive environment, where trees are integral to the setting of the dwellings. The A1066 provides Roydon with a direct east-west link to Diss and other settlements along the Waveney Valley. Old High Road provides a further link to the centre of Diss via Roydon Road. The B1077 Shelfanger Road links northward to Shelfanger and Attleborough.

**Services and Community Facilities**
The village contains a range of facilities including a primary school, service station, village hall and pub.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and to maintain the separation of the two parts of the village, and that of Roydon and Diss. A number of sites were put forward across the parish to be included within the development boundary or for allocation for development. These sites were all assessed but none were considered suitable for allocation; some due to the impact they would have had on the Waveney Valley and others because they would have resulted in a coalescence of the two parts of the village, or of Roydon and Diss. As a consequence, no sites have been allocated for development due to a lack of sites that are both suitable for development and deliverable within the Plan period.
Saxlingham Nethergate

Policy 15 of the Joint Core Strategy (JCS) identifies Saxlingham Nethergate as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
Development within the parish is concentrated at Saxlingham Nethergate with smaller concentrations at Saxlingham Thorpe and Saxlingham Green, and a small cluster of dwellings at West End. The remainder of the parish comprises scattered individual dwellings and farmsteads.

Saxlingham Nethergate has developed from a linear settlement form with development historically taking place along one side of both The Street and Church Hill. This contrasts with the opposite frontage of The Street and Church Hill which is generally wooded, and which makes an important contribution to the rural character of the village. Estate development has taken place at Kensington Close, Steward Close and Pitts Hill Close. Church Green is a particularly attractive open space which contributes to the attractive setting of The Old Rectory, the church and The Old Hall, all of which are listed buildings. The importance of this area is reflected in its inclusion in the Conservation Area, which also includes Church Hill and The Street. The village is set in an attractive valley landscape based on a tributary of the River Tas.

The local road network comprises a mixture of C class and unclassified roads, with the exception of the A140 which runs north-south through the western limit of the parish, providing good links from the village to Norwich and Long Stratton.

Services and Community Facilities
The village has a primary school and village hall, and a GP surgery.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land.

A number of sites were put forward across the parish to be included within the development boundary or for allocation for development. These sites were all assessed but none were considered suitable for allocation, primarily as there were no deliverable sites that relate appropriately to the existing form and character of the village. As a consequence, no sites have been allocated for development due to a lack of sites that are both suitable for development and deliverable within the Plan period.
Policy 15 of the Joint Core Strategy (JCS) identifies Scole as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The village is located partly on the edge of the Waveney Valley. The village is centred around the junction of the former routes of the A140 and A143. The village contains extensive frontage development to the north and east of this junction backed by several large housing estates. Relatively little development is located on the western side of the former A140, except for some limited frontage development along The Street and a small housing estate to the south of Diss Road. The area around the junction forms the village core and includes a variety of buildings of considerable historical significance.

Approximately half of the village consists of relatively modern dwellings of which many are detached, and the village is characterised by several open spaces near the centre, some of which afford views over the surrounding countryside. The A140 and A143, which both bypass the village, provide direct links to Norwich and Ipswich and to towns along the Waveney Valley. The A1066 to the west of the village links Scole to Diss, with Diss railway station around 2.5km from the village.

**Services and Community Facilities**
The settlement has a range of social and community facilities including a primary school, shop and village hall. The village has the benefit of mains sewerage.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and to protect the setting of the Conservation Area around the village centre and church from inappropriate development to the west. The boundary also includes a residential allocation behind the affordable housing scheme opposite the school but excludes the affordable housing itself to help protect the affordable housing provision.

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**Policy SCO 1 : Land to the north of Ransome Avenue**

The site comprises of land adjacent to a recently completed affordable housing scheme on the northern fringe of the village through which an access is provided. The site is around 1 hectare and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings although the findings of an ecological assessment may constrain housing capacity and reduce the number of dwellings deliverable on this site.
The developer of the site is required to provide the following:

- Access through the recently completed affordable housing scheme between the site and Norwich Road with any local improvements as required by the highway Authority.
Seething (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Seething as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The village of Seething has developed a linear form along Seething Street. It is characterised by predominantly one plot depth development. The abundance of tree and hedge planting especially along road frontages, together with the large open grounds of the church, and the undeveloped frontage of The Street east of the Church affording good views of the surrounding open countryside, all contribute to the rural setting of the village which is recognised by its designation as a conservation area.

A particularly attractive feature of the village is the large pond and adjacent woodland area which are an integral part of the setting of Mere House and White Lodge, both listed buildings.

To the north-east of the main built-up area is a ribbon of development comprising council housing set in open countryside. The north and north-west of the parish comprises attractive valley landscape which contributes towards the attractive rural setting of the village. Road links exist via Brooke Road (C203) and the B1332 to the west, and to Loddon and the A146 to the east.

Services and Community Facilities
The settlement has a range of social and community facilities including a primary school, shop and village hall.

Development Boundary and Constraints
The development boundary has been drawn to include the main built areas of the settlement. It is split in order to preserve the rural character of the village in the area around the ponds. The southern section of the development boundary includes the allocated land.

Policy SEE 1 : Land east of Seething Street

The site comprises of agricultural land in between existing development along the eastern side of Seething Street. A public footpath crosses the site which will need to be considered in designing any development scheme. The site consists of some 0.55 hectares and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to provide the following:
- Frontage development along Seething Street only
- Appropriate boundary treatment on the site’s eastern boundary to minimise its impact on the open landscape to the east
- Retention or re-routing of the public footpath that crosses the site
- Local highways improvements and the provision of a safe access
Tacolneston and Forncett End (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Tacolneston and Forncett End as a combined Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The main concentration of development within the parish of Tacolneston is based along Norwich Road and adjoins the built-up area of Forncett End to the south. Development in the remainder of the parish comprises scattered individual dwellings and farmsteads.

The village developed as a predominantly linear settlement along Norwich Road with the addition of post war estate development, namely at Dovedale Road, Boileau Avenue and off Bentley Road in Forncett End. Further estate development exists at The Fields to the west of Norwich Road. A significant break in the built-up frontage on both sides of Norwich Road exists to the north of the Manor House buildings whose setting in spacious grounds with good tree growth contributes towards the ‘open’ nature and rural character of this part of the village. The area to the north of the estate development at Dovedale Road is designated as a Conservation Area, which extends as far east as the church. This area has a distinctly rural character with mature trees.

In Forncett End a ribbon of development has extended along Long Stratton Road to the east with development limited to the north side of the road east of Chestnut Tree Farm with the southern side largely undeveloped and fronting open fields. Development has also extended along the south side of West Road and along both sides of Tabernacle Lane as far as Elm Tree Farm.

The B1113 provides relatively good access to Norwich and New Buckenham whilst the B1135 runs to the north providing access to Wymondham and Long Stratton. The remainder of the parish is served by ‘C’ class and unclassified roads.

Services and Community Facilities
The parish has a range of social and community facilities including a primary school, pub and village hall.

Development Boundary and Constraints
A development boundary has been drawn to include the main built form of the settlement and includes the new housing allocation. A smaller development boundary has been drawn around the estate development at Dovedale Road to the north of the village.

Land adjacent The Fields has been allocated for new housing development. There is currently an outstanding application for a village green on the site, which will need to be taken into account when the site is developed.
Policy TAC 1 : Land adjacent The Fields

The site is located off a cul-de-sac called the Fields which is accessed from the main B1113 Norwich Road.

Land amounting to some 0.95 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to ensure the following:

- That the site is well screened to protect the residential amenity of existing properties on The Fields
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Local highways improvements and the provision of a safe access will need to be provided
Thurlton (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Thurlton as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The main concentration of development has developed in a linear settlement form based upon the historical road network based along Beccles Road, Church Road and Low Road although modern estate development off Beccles Road has resulted in a more nucleated form in this area. In addition to development, the village has experienced a considerable amount of modern infill development which has generally respected the existing character of frontage development. There is a detached group of houses at College Road, whilst the wooded grounds of All Saints Church and The Rectory provide a ‘soft’ edge to the village which makes an important contribution to its rural character.

The village is set in an attractive landscape with Thurlton Marshes to the north and a small tributary valley immediately to the west with views of the surrounding countryside from within parts of the built-up area. Part of the parish lies with the Broads Authority area. Beccles Road provides a relatively a good link to Beccles and the A143 to the south, whilst the nearby B1136 links to the A146 and Loddon to the west and Haddiscoe and the A143 to Great Yarmouth to the east.

Services and Community Facilities
The settlement has a range of social and community facilities including a primary school, post office and shop, public house and village hall. Main sewerage is available in the village.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement except where land falls within Flood Zones 2 and 3 and to include the land for residential development to the south of the village between existing development around Links Way and on College Road.

Policy THL 1: Land north of Beccles Road west of College Road

The site comprises of farmland between existing development along Beccles Road close to Links Way and estate development to the west on College Road. The site is around 2 hectares and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to provide the following:
- Estate development accessed from Beccles Road
- Appropriate boundary treatment on the site’s northern boundary to minimise its impact on the open landscape to the north
- Safe access
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.
Policy 15 of the Joint Core Strategy (JCS) identifies Thurton including part of Ashby St Mary parish as a combined Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
Development within Thurton parish has been concentrated along Ashby Road north of the A146 and is contiguous with the main built-up area of Ashby St Mary. Development south of the A146 is limited to The Street and Loddon Road. In Thurton, detached clusters of development exist along Cookes Road, White Heath Road and Hall Road; in Ashby St Mary, a detached cluster of development exists at Mill Common, to the east of the built-up area, and scattered development at Low Common and along Folly Lane. The remainder of both parishes is made up of individual dwellings and farmsteads.

The village is based on the historic road network, in particular Mill Road/Ashby Road and The Street, although estate development has occurred on either side of Mill Road/Ashby Road, resulting in a nucleated settlement form.

The village of Thurton is set in an attractive tributary valley of the River Yare. The wooded areas to the north and east of the village are a particularly attractive feature of the valley and are important in the rural setting of the village, and combined with the open character of The Street give the village an attractive semi-rural character. The A146 provides good road links with Norwich, Loddon and Beccles.

**Services and Community Facilities**
There is a range of facilities, including a primary school, church, village hall, and pub. The village is on mains sewerage.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and include the allocated land.

A number of sites were put forward across the parish to be included within the development boundary or for allocation for development. These sites were all assessed but none were considered suitable for allocation, primarily as there were no deliverable sites that relate well to the existing form and character of the village. As a consequence, no sites have been allocated for development due to a lack of sites that are both suitable for development and deliverable within the Plan period.
Policy 15 of the Joint Core Strategy (JCS) identifies Wicklewood as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The main concentration of development has taken place along Wymondham Road, High Street, Hackford Road, Church Lane and Low Street. Further clusters of development have taken place at Milestone Lane and The Green. Individual farmsteads and dwellings are sparsely distributed through the rest of the parish. The core of the village has frontage development formed into a doughnut shape, with local employment sites of the nursery and mushroom farm, along with some agricultural land, in the centre. A couple of small estate-type developments have grown up at All Saints Close and Hillside Crescent.

Church Lane and Low St are located on the north-facing slope of a valley, and the dwellings here and on Hackford Road and Wymondham Road benefit from extensive views of the surrounding countryside. The Grade II listed windmill is a distinctive feature on the eastern side of the High Street, and dominates the skyline of this part of the village. Good road links exist to Wymondham and Hingham via the B1135 and B1108 respectively.

**Services and Community Facilities**
There is a good range of facilities including a primary school, village hall and pub. The village has mains sewers discharging to the Wymondham sewage treatment works.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. There is a small break in the development boundary where the central agricultural land is accessed (behind the mushroom farm on Church Lane). Land in Flood Zones 2 or 3 has been excluded from the development boundary at the north of the village, but a new development boundary has been created on Hackford Road.

The South Norfolk Place-making Guide advocates protection of the setting of local landmarks, such as Wicklewood windmill. New development should enhance the setting of the windmill, which is currently shielded by leylandii trees at the roadside.

There are surface water drainage issues in the village, and development must address this issue.
Policy WIC 1 : Land at Hackford Road

Part of this site fronts onto Hackford Road, with the rest of the site wrapping behind the curtilage of existing housing. Land amounting to some 0.7 hectares is allocated for housing at a density to reflect the surrounding context. This allocation could accommodate approximately 6 dwellings.

The developer of the site is required to ensure the following:

- Vehicular access to be agreed by the Highway Authority
- Site should be landscaped to minimise the visual impact on the church from the rear of the site
- Wastewater infrastructure capacity must be confirmed prior to development taking place

Policy WIC 2 : Land fronting High Street

This site is adjacent to Wicklewood windmill and opposite existing housing. Land amounting to some 1.2 hectares is allocated for housing at a low density to enable a layout which fully respects the relationship of the site to the windmill. This allocation could accommodate approximately 8 dwellings.

The developer of the site is required to ensure the following:

- An appropriate setting is created for Wicklewood Windmill, improving the visibility of this landmark from the High Street
- Surface water is prevented from running off site through sustainable urban drainage scheme
- Wastewater infrastructure capacity must be confirmed prior to development taking place
Policy 15 of the Joint Core Strategy (JCS) identifies Woodton as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The village has a predominantly nucleated settlement pattern based around Hempnall Road, The Street, Triple Plea Road and Chapel Hill. Some limited estate scale development has taken place in the village. The village is set in an attractive valley landscape being situated on a south facing valley slope with a smaller tributary valley to the east. The attractive setting of the village, the views of the surrounding countryside from various points of the village, and the good tree and hedge planting throughout, combine to give the village its attractive rural character. The B1527 provides a link to the A140 and Long Stratton to the west, whilst the B1332 to the east of the village provides links to Norwich and Bungay.

**Services and Community Facilities**
The settlement has a range of social and community facilities including a primary school, post office and shop, and village hall.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement, but excluding some areas of existing development along The Street which fall within Flood Zones 2 and 3. In addition, the development boundary includes the land allocated for residential development to the rear of Georges House.

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**Policy WOO 1 : Land to rear of Georges House, The Street**

The site is a nursery that is located to the rear of existing residential development. An existing access is located to the side of a residential property known as Georges House. This may require upgrading to ensure an adequate access for the level of development allocated. The site is just under 1 hectare and is allocated for housing and associated infrastructure. This allocation could accommodate approximately 20 dwellings.

The developer of the site is required to provide the following:

- A small estate development accessed adjacent to Georges House
- Upgrade of the access and footway improvements to the requirements of the Highway Authority
Policy 15 of the Joint Core Strategy (JCS) identifies Wortwell as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
There are two main areas which together form the established village of Wortwell. The main part of the village has developed along the line of High Road whilst the remainder, known as Low Street, has developed along Low Road. Individual dwellings and farmsteads are dispersed throughout the remainder of the parish. The A143, which bypasses the village, provides good links to Harleston, the A140 and Diss to the west, and to Bungay and the A146 to the east.

**Services and Community Facilities**
The settlement has a range of social and community facilities including a community centre, public house and garage. The village has the benefit of mains sewerage.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement except where land falls within Flood Zones 2 and 3. The boundary also includes land allocated at the junction of High Road and Low Road for 5 dwellings. This development should enable the provision of a publicly accessible amenity space on adjoining land which is not developable as it falls within Flood Zones 2 and 3.

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**Policy WOR 1 : land at the junction of High Road and Low Road**

Land amounting to some 0.4 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings.

The developer of the site is required to provide the following:
- Public amenity space on land immediately adjoining the allocated site
- Appropriate boundary treatment to minimise impact of the development from the floodplain of the River Waveney
- Anglian Water advice will be needed regarding foul sewerage network capacity
- Provision of a safe access(es)
Wreningham (Rural Area)

Policy 15 of the Joint Core Strategy (JCS) identifies Wreningham as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

Form and Character
The village centre is linear, with ribbon development following Church Road, Wymondham Road and Ashwellthorpe Road, with a pocket of further development along Mill Lane. The primary school is located centrally where the four roads meet, and further along Mill Lane at the Norwich Road junction is the hamlet of Toprow. The village is surrounded by large open fields interspersed with hedgerows and a few trees. Toprow lies along a shallow valley. Narrow lanes and mature trees contribute to the village’s rural atmosphere. The B1113 provides a direct link to Norwich.

Services and Community Facilities
The primary school, playing field and village hall are in the centre of the village, with a pub at the edge of the village on the Norwich Road.

Development Boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement and include the allocated land. The development boundary covers most development along Wymondham Road, Ashwellthorpe Road and Church Road, up to the junction at Hethel Road and has been altered to allow limited infill on Church Road. The clusters of development to the east of the church and to the north-east of Hethel Road are excluded from the development boundary. The separate development boundary at Mill Lane/Toprow includes most of the cluster of dwellings in that location, and has been altered to allow limited infill.

The road capacity of the village is a limiting factor. The South Norfolk Place-making Guide suggests that in this area the nucleated clustered character of the settlements is maintained.
Policy WRE 1: land adjacent to builders yard, Church Road

This site lies to the north of Church Road and west of the existing housing on Hethel Road. Land amounting to some 0.5 hectares is allocated for housing. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to ensure the following:

- Vehicular access to be agreed with the Highway Authority, which may require an access road to ensure sufficient visibility
- Public Right of Way (footpath) adjacent to site to be preserved
- Site design avoids harmful impact on the setting of the nearby listed building and the tree protected by a TPO on the corner of the site
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development
Policy 15 of the Joint Core Strategy (JCS) identifies Yelverton including part in Alpington parish as a Service Village in which land will be allocated for small-scale housing growth in the period 1 April 2008 to 31 March 2026, within the range of 10-20 dwellings, subject to form, character and servicing constraints.

**Form and Character**
The main built-up areas of Alpington and Yelverton form a contiguous settlement. Development is concentrated around Church Road and Wheel Road. There is also a significant area of development at Mill Road, Alpington. This latter area abuts development in Bergh Apton parish but is considered as part of the settlement of Bergh Apton for the purposes of a development boundary (see Bergh Apton). Small detached clusters of development exist to the west of the main built up area on Burgate Lane and to the south on Church Meadow Lane in Alpington, whilst a small number of individual dwellings and farmsteads are dispersed throughout the remainder of both parishes.

The settlement has developed as a ribbon form along Church Road and Wheel Road, though significant post-war estate scale development has taken place in the parish north of Wheel Road and west of Church Road, resulting in a more nucleated settlement form for this part of the settlement.

The settlement is set in generally flat open countryside, although in the south of Alpington there is a small area of attractive valley landscape. The village is characterised by good areas of tree and hedge planting especially along Church Road which together with its setting and views of the surrounding countryside give it an attractive rural character.

The western limit of the village along Wheel Road / Burgate Lane is clearly defined by a significant tree belt on the north side of the road which together with open fields on both sides of the road maintains the separation between the main village and the small cluster of dwellings to the west. The A146 is 1km (0.6 miles) to the north and provides a good link to Norwich and Loddon whilst the B1332 lies immediately to the west of the parish providing good links to services in Poringland and also to Norwich and Bungay.

**Services and Community Facilities**
The settlement has a range of social and community facilities including a primary school and village hall. The village has the benefit of mains sewerage.

**Development Boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement and the allocated land on the southern side of Wheel Road. The affordable housing scheme on the corner of Nichols Road and Bergh Apton Road has been specifically excluded to protect the affordable housing although a small area of land for infill development is included immediately to the south.
**Policy ALP 1: land south of Wheel Road**

The site comprises the northern fringe of a field where it meets Wheel Road in between the school to the east and the pub to the west and consists of some 1.01 hectare allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings.

The developer of the site is required to provide the following:

- Frontage development along Wheel Road only
- Appropriate boundary treatment on the site’s southern boundary to minimise its impact on the open landscape to the south
- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Safe access(es) and improvements to the local footpath network as required by the highway authority
- The public footpath on the western boundary of the site should be maintained
Policy 16 of the Joint Core Strategy (JCS) identifies Bawburgh as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. Settlements identified in this policy that are also within the Norwich Policy Area have been considered for development to help deliver the ‘smaller sites in the NPA’ allowance. (A site suitable for approximately 5 dwellings has been identified to meet this requirement).

**Form and Character**
Bawburgh is situated in the bottom of the Yare Valley between the B1108 and A47. Two distinct settlement groups have developed each side of the river. To the south of the river, frontage development extends along Church Street towards the church; more recent estate development is situated on Hockering Lane, with a detached group of dwellings further south beyond the village hall on Stocks Hill. To the north of the river, frontage development follows the line of New Road and Harts Lane, with another nucleus of dwellings to the west of the junction with Marlingford Road.

The central area of the village was designated a Conservation Area in 1973. The floodplain of the River Yare between the two ‘sides’ of the village has remained undeveloped. This contributes to the valley setting of Bawburgh. Any large scale development would be prominent in the valley landscape and detract from this setting.

At the eastern edge of the parish lies previously allocated open space at the Costessey/Bawburgh Lakes. JCS policies 10 and 12 require the creation of a country park at Bawburgh Lakes, and this site will be re-allocated for leisure uses.

**Services and Community Facilities**
There is a recently built village hall on Stocks Lane, primary school on Hockering Lane, church and public house.

**Development boundary and Constraints**
The development boundary is separated by the river which runs through the centre of the village. The northern section includes almost all dwellings on New Road and Harts Lane, including the small cluster of development at the junction with Marlingford Road. The southern section includes most buildings on Church Street and Hockering Lane, but excludes the church itself. The cluster of dwellings at Stocks Hill, south of the village hall, is excluded from the development boundary, as this area contributes to the valley setting and rural entrance to the village. The development boundary has been drawn to exclude those areas within flood zones 2 and 3. The land at Stocks Hill allocated for low density development is included within the development boundary.
Policy BAW 1 : Land at Stocks Hill

Land amounting to some 0.37 hectares at Stocks Hill adjacent to the village hall is allocated for housing and associated infrastructure. This allocation could accommodate approximately 5 dwellings.

The developer of the site will be required to ensure the following:

- Visual impact from the Conservation Area is minimised
- Design respects the context of the Conservation Area and River Valley
- Improvements to the local footpath network and a safe access, both to be agreed with the local Highways Authority
- Wastewater infrastructure capacity must be confirmed prior to development taking place

Policy BAW 2 : Bawburgh and Colney Lakes

Land amounting to some 73.5 hectares is allocated for a water based country park. (Please see Costessey Map No.002c)

The developer of the site will be required to provide the following:

- Public access
- Footpath link with access for major residential developments at various points of entry to be agreed with the local Highways Authority
- A conservation management plan should be devised to protect species and agreed prior to the commencement of development with zoned access to protect some areas from damage and disturbance.
Policy 16 of the Joint Core Strategy (JCS) identifies Caistor St Edmund as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

Caistor St Edmund does not have the services/facilities required to be categorised as an ‘Other Village’. It was erroneously included in this category in the JCS Settlement Hierarchy as the services identified, although technically in the Parish, were not in the village and therefore not close to where a development boundary could be defined.

Caistor St Edmund does not therefore have a defined development boundary and will be treated as a Small Rural Community in this Document.
Policy 16 of the Joint Core Strategy (JCS) identifies Colton as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance. No such suitable sites have been identified in Colton.

**Form and Character**
Marlingford parish contains two settlements. Marlingford village is located in the bottom of the Yare Valley on the outside of a bend in the river. Separated from this, approximately 2 km to the north-west is the settlement of Colton. Historically, the settlement of Colton developed with a number of large farms and small cottages which have been joined up by frontage development to form a distinct settlement grouping. To the south of Norwich Road the buildings are set in large grounds with trees and hedges along the road frontage. The area to the north of Norwich Road falls within the administrative area of the Broadland District Council. Development along The Street is of higher density.

**Services and facilities**
These are limited to a village hall and a public house.

**Development boundary and Constraints**
Due to the very limited facilities available in Colton the development boundary has been drawn around the built form on Norwich Road, to allow for very limited infill development and to avoid further expansion into the surrounding countryside, preserving the rural character of the area.
Policy 16 of the Joint Core Strategy (JCS) identifies Flordon as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. However, settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance. No such suitable sites have been identified in Flordon.

**Form and Character**
The settlement of Flordon comprises two physically distinct areas. One is situated around the main Norwich-London railway line bridge, and the other has developed further to the west around the parish church. The village has experienced limited estate scale housing development in the form of a small housing estate (St Michaels View) together with some more recent infill development.

The village is characterised by good tree and hedge planting together with significant open frontages which contribute towards its rural setting. To the south of The Street is a tributary valley of the River Tas which includes Flordon Common, an SSSI.

**Services and Community Facilities**
There is a church room on the south of The Street.

**Development boundary and Constraints**
The development boundary is fragmented, and drawn to include the estate development at St Michael’s View to the west, and the groups of dwellings either side of the rail track to the east. It excludes the Rectory, church room and a few dwellings on the south of The Street. The development boundary provides for some limited infill development but the settlement has so few facilities/services, further development should be resisted.
Policy 16 of the Joint Core Strategy (JCS) identifies Great Melton as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. Settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance.

Great Melton does not have the services/facilities required to be categorised as an ‘Other Village’. It was erroneously included in this category in the JCS Settlement Hierarchy and only has one service (village hall).

Great Melton does not therefore have a defined development boundary and will be treated as a Small Rural Community in this Development Plan Document.
Keswick (Norwich Policy Area)

Policy 16 of the Joint Core Strategy (JCS) identifies Keswick as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. Settlements identified in this policy that are also within the Norwich Policy Area have been considered for development to help deliver the ‘smaller sites in the NPA’ allowance. (A site suitable for approximately 10 dwellings has been identified to meet this requirement).

Form and Character
Keswick is a very rural parish despite abutting Norwich, with development concentrated on Low Road. To the south of Low Road there is an established frontage between Glebe House and Low Farm. The dwellings on Low Road are located within the Yare Valley but to the east of these there is an important gap which offers views to the crest of the valley side from the south.
To the north of Low Road there are a handful of buildings scattered along its frontage. At the eastern end is Hall Farm occupying a prominent location which helps to give Keswick its rural character.

Detached from the development on Low Road are isolated pockets of dwellings including the Keswick Mill area, an attractive area next to the river and designated as a small Conservation Area. In addition there are other individual and groups of dwellings, and farms isolated from the main developed ribbon, set in partially wooded countryside. In the south of the parish, the former education college based on Keswick Hall, which is a Grade II listed building, has been converted to residential use which has ensured the continued use of this important building. The parkland setting of the Hall contributes to the overall attractiveness of the landscape in the area.

The parish of Keswick stretches along the B1113 linking with the A140 Ipswich Road into Norwich. The traffic light junction where these roads converge has become increasingly busy, with queuing traffic waiting to turn right towards Tesco (Harford Bridge) and the A47, often blocking those wanting to turn left toward Norwich City Centre.

Services and Community Facilities
These are very limited comprising a small community hall and a bus service along the B1113. Whilst Keswick is not an identified employment location the overriding needs to make improvements to the junction of the B1113/A140 could be achieved through the allocation of land for employment uses restricted to use Class B1 workshops and light industrial uses. This would facilitate the provision of an alternative access route from the B1113 through to the A140 at Tesco Harford.
Development boundary and Constraints

The development boundary has been drawn around the existing built up area to include land allocated at Low Road to prevent further extension into the surrounding countryside and excluding parts that are within Flood Zones 2 and 3.

A development boundary has also been drawn at land between B1113 and A140 roads for a new employment allocation to provide small workshop, light industrial B1 uses and provision of an access road from the B1113 to the A140.

Policy KES 1 : Land at Low Road

Land amounting to some 0.50 hectares is allocated for housing and associated infrastructure. This allocation could accommodate approximately 10 dwellings. Planning application 2012/1429/F has been permitted for 9 units but should this permission not be implemented, the following requirements on any new planning application will apply.

The developer of the site is required to provide the following:

- Safeguarding zone required by Anglian Water to protect residential amenity related to the existing pumping station odour/noise.
- Suitable layout of the site and number of dwellings to take account of the safeguarding zone and sewers crossing the site.

Policy KES 2 : Land west of Ipswich Road

Land amounting to some 4 hectares is allocated for employment uses restricted to uses in classes type B1.

The developer of the site is required to provide the following:

- An access road across the site from B1113 to A140 at Tesco Harford, to be agreed with Highways Authority
- Right turn junction into site from B1113
- Landscaping/bunding to protect properties to the north
- Use restricted to light industrial/workshop type uses (B1)
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources
Ketteringham (Norwich Policy Area)

Policy 16 of the Joint Core Strategy (JCS) identifies Ketteringham as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. However, settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance. No such suitable sites have been identified in Ketteringham.

Form and Character
Ketteringham is a small village which lies to the south of the new A11 and the Norwich - Ely railway line. The village has developed in a linear form along The Street and Low Road. The council depot and waste-recycling/paper recycling plants in the parish are separated from the residential area. There is a smaller outlier of development to the south of the village around the Church and Ketteringham Hall.

Some infilling has taken place along The Street and Low Road, but the total number of dwellings is still small. The setting of the village within open countryside is made apparent by the significant breaks in the built-up area to the north of The Street around the War Memorial and between ‘Cytringa’ and ‘Thatched Cottage’ to the south of Low Road. These afford views over the surrounding countryside. The area around Ketteringham Hall is distinctly separate from the main part of the village. The grounds of Ketteringham Hall are of considerable archaeological importance.

Services and Community Facilities
There are limited services available comprising a village hall and small garage. Further employment is available at the cluster of industrial units to the north-east.

Development boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement. Due to the setting of the village in open countryside and limited service and facilities available, the boundary has been defined to allow only very limited infill development.
Policy 16 of the Joint Core Strategy (JCS) identifies Marlingford as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. However, settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance. No such suitable sites have been identified in Marlingford.

**Form and Character**
Marlingford parish contains two settlements. The main village is located in the bottom of the Yare Valley on the outside of a bend in the river. Separated from this, approximately 2 km to the north-west is the settlement of Colton.

Marlingford village has developed along two sides of a triangle formed by Barford Road and Mill Road which radiate towards the south west from the junction with Marlingford Road. The junction forms the focal point of the village. To the north-east of the junction is the ‘Old Hall’ which is listed. The area around the Hall has remained undeveloped which contributes to its setting.

The wedge of land between Barford Road and Mill Road occupied by the allotments and The Common has remained undeveloped and is locally regarded as Marlingford’s conservation area. This contributes to the rural character of Marlingford as a village set in open countryside within the river valley.

**Services and Community Facilities**
These are limited to a village hall, cricket club, public house and allotments.

**Development boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement. Due to its rural character and very limited services the development boundary has been drawn to allow only very limited infill development.
Policy 16 of the Joint Core Strategy (JCS) identifies Swainsthorpe as an ‘Other Village’ which will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village. However, settlements identified in this policy that are also within the Norwich Policy Area may be considered for additional development, if necessary, to help deliver the ‘smaller sites in the NPA’ allowance. No such suitable sites have been identified in Swainsthorpe.

Form and Character
Development is concentrated between the A140 and the railway line. The settlement is characterised by detached dwellings with the central focus being around the Church and its setting. This is an attractive undeveloped space in the village where development would be inappropriate. Despite recent new development the village has maintained a rural feel which has been achieved by the retention of attractive features such as ponds within the village. Some of this new development has taken place along very narrow and substandard roads.

Services and Community Facilities
There are limited facilities at Swainsthorpe comprising a pub on the main A140, a bus which stops on the A140 and a Bowling Green.

Development boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement, preventing further extension into the surrounding countryside. Due to the limited services and facilities available, the narrowness of local roads, the boundary has been drawn to allow for only very limited infill within it.
Aldeby (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Development within the parish has been concentrated in two separate conurbations at The Street and around Common Road. Individual dwellings and farmsteads are dispersed throughout the remainder of the parish.

Development at The Street is linear in form and comprises one plot depth along The Street, Beccles Road and Rectory Road. It is set in open countryside with the attractive Waveney Valley to the south.

Development at Common Road comprises a small concentration of dwellings centred on the crossroads of Dun Cow road, Common Road and Lily Lane. Also located on Common road is an employment site of which has fallen into disrepair in the last few years and the Council welcomes the recent acquisition by an International removals company and the likely redevelopment of small workshop units which will support local rural employment opportunities. This land remains outside the development boundary.

The settlement is characterised by tree and hedge planting along the road frontages although the open nature of the western side of Dun Cow Road, north of the crossroads, affords particularly good views of the surrounding countryside.

Much of the southern part of the parish lies within the Broads Authority area.

Services and Community Facilities
There are very limited facilities available in Aldeby although further facilities are accessible at nearby Burgh St Peter for residents of Common Road.

Development boundary and Constraints
The development boundaries have been drawn around the two main concentrations of development centred on The Street and Common Road. They have been drawn to allow for very limited infill due to the lack of facilities locally and to prevent the further extension of development into the surrounding open countryside, in particular the adjacent valley landscape of the Waveney valley.
Bressingham (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
The parish contains a number of scattered settlements of which the largest are the part of Bressingham located on High Road, and Bressingham Common located along Common Road. Both settlements are mainly linear in form, and are separated and surrounded by large open fields. Both settlements are distinguished by many trees and hedgerows contributing greatly to their rural character and are afforded views across the Waveney Valley by the downward sloping land to the south.

Services and Community Facilities
The village has a small range of services; Village hall, Bus service to Diss and a primary school. ‘Blooms’ of Bressingham provides for some employment opportunities locally but this is located to the south of the parish further removed from the main built part.

Development boundary and Constraints
The development boundary has been drawn to include the main built form and to provide some limited infill within it without affecting the setting of ‘The Grange’ on High Road or the form and character of the Settlement.
This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

**Form and Character**
The parish contains Brockdish and Thorpe Abbotts. Brockdish is primarily a linear village located along the northern side of the Waveney Valley on the A143. The village core is based on the junction of A143.
A separate area of residential development is located a short distance to the west near the church and separation of this from the rest of the settlement should be maintained in order to preserve the conservation area featuring many listed buildings.
Thorpe Abbotts comprises a group of mainly detached houses located on frontage plots around the junction of The Street and Mill Road, approx. 2.5 kilometres west of Brockdish. There has been a designated conservation area around Thorpe Abbotts since 1994.

**Services and Community Facilities**
The parish contains very limited services comprising a school in Brockdish, village hall and bus service.

**Development boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement at Brockdish and allow for some limited sensitive infill within it.
No development boundary has been defined at Thorpe Abbotts due to the extensive conservation area and its remoteness from services and facilities.
This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Development within the parish has been concentrated around the crossroads formed by Beccles Road, Staithe Road, Pitt Road and Mill Road.
The remainder of the parish comprises a small number of widely dispersed individual dwellings and farmsteads with the exception of the small concentration of development at the River Waveney Centre in the east of the parish. Part of the built-up area of Burgh St Peter lies within the adjacent parish of Wheatacre and for the purposes of a village development boundary is included within the boundary of Burgh St Peter.

The village of Burgh St Peter has developed a linear settlement form comprising one plot depth along Beccles Road, Staithe Road, Mill Road and Pitt Road. Good tree and hedge planting exists especially along the eastern side of Pit Road, whilst elsewhere within the village a more open character prevails allowing for good views of the surrounding countryside, in particular the Waveney Valley which lies to the south and east.

Services and Community Facilities
There is a small range of facilities in Burgh St Peter comprising a village hall, bowling green and a pub at nearby Wheatacre and a limited bus service.

Development boundary and Constraints
The development boundary has been drawn to include the main built form of the adjoining settlements to allow for limited infill development only due to the rural nature of the area and limited facilities.
Burston (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Burston comprises the village and outlying hamlets of Mill Green and Shimpling. A further group of dwellings is located at Audley End. Burston has developed mainly along Diss Road, Crown Green and Station Road and is centred round two village greens. The western half comprises relatively modern detached dwellings in contrast to the eastern side which is mainly semi-detached ribbon development. Crown green, Church green and the open areas leading into Higdon Close form an attractive centre to Burston. There are several notable old buildings which form part of the designated conservation area extending along Diss Road and Mill Road. The surrounding countryside comprises mainly open fields bordered by low hedges and scattered trees.

Services and Community Facilities
The village has limited facilities comprising a school, pub and outdoor recreation area.

Development boundary and Constraints
The development boundary has been drawn to provide for the consolidation of much of the built form of Burston, allowing for limited infill development within it. The development boundary excludes the areas considered to form attractive features of the village which include Crown Green and Church Green and heir respective settings. The boundary also excludes the outlying settlements, although should the Mill cease to operate this could provide a suitable brownfield redevelopment opportunity.
Claxton (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

**Form and Character**
Development within the parish has been concentrated along The Street with a few isolated dwellings and farmsteads scattered throughout the remainder of the parish. The village, located on the edge of the Broads Area, is set in the attractive Yare Valley with extensive marshlands to the north and a gently sloping valley to the south. The village has a strong linear settlement form with dwellings generally set back from the road although the older cottages at the east end of The Street are built-up close to the road in a traditional style.

**Services and Community Facilities**
The parish contains very limited services comprising a village hall, and bus service.

**Development boundary and Constraints**
The development boundary has been drawn to include the main built form of the settlement that is within South Norfolk and allows for some limited infill development. Much of the surrounding area falls within the Broads Authority Plan area.
Denton (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Denton is in two principle parts. The main part extends from part way up Trunch Hill in the south to Skinners’ Meadow in the north. A smaller and more scattered part is situated a quarter of a mile to the north and includes Uplands Terrace and some development along Darrow Green Road. Development is generally single plot depth fronting the road, except Skinners’ Meadow and Globe Close.

There are many scattered former farm houses and conversions of former agricultural buildings. The attractive valley of the Beck runs through the extreme south of the parish with three tributaries flowing from the north. Trunch Hill runs down into the main valley. There are many trees and hedgerows particularly in the southern part of the parish which give it an attractive rural character.

Services and Community Facilities
There are limited services within the village. Denton has a village hall and playing field, a Post Office which operates from the URC Chapel and a repair garage to the north of the village. Denton shares a Primary and nursery school with Alburgh, approximately a mile away. The centre of the village has mains sewerage. A limited bus service operates to Harleston.

Development boundary and Constraints
The development boundary has been drawn to include the main built form of the settlement to allow for limited infill development only, due to the rural nature of the area and limited local facilities.
These adjoining settlements are identified as ‘Other Villages’ in Policy 16 of the Joint Core Strategy (JCS). As such they will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

**Form and Character**

Forncett St Mary and Forncett St Peter are both linear in form and have developed along Aslacton Road/ Low Road which follows the line of the Tas valley. The buildings comprise mainly farms and cottages interspersed with open fields and more recent development. The majority of new development has taken place at Forncett St Peter. A conservation area is drawn around most of the settlements and numerous listed and historic buildings feature within it. The undeveloped flood plain of the River Tas valley is located to the east.

**Services and Community Facilities**

Forncett St Peter has limited facilities; a school and bus and Forncett St Mary has the village hall. These settlements share these dispersed facilities and others that are located at Forncett End/Tacolneston, although these are much further afield.

**Development boundary and Constraints**

The development boundary has been drawn around the cluster of linear development form at Forncett St Mary leaving its more dispersed outlying areas outside and around the existing built-up area of Forncett St Peter in order to prevent the linear spread of the settlement into the surrounding valley landscape and to exclude land that is in the flood zones to the south. The development boundary as defined for these settlements allows for limited infill development and takes account of the proximity to services maintains the space between the two villages and conserves the rural character of the area. In addition, a brownfield site at Old Station Yard Forncett St Peter, has planning permission granted for 17 new homes in the village.
**Haddiscoe (Rural Area)**

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

**Form and Character**
Development along The Street and Thorpe Road has resulted in a linear form of settlement characterised by one plot development the main exception being the Tayler and Green housing at Mock Mile Terrace. The mainly undeveloped nature of the north side of Thorpe Road provides attractive views towards the River Waveney, which contribute to the rural character of the area. The detached area of development at Rectory Road also displays a strong linear form.

The settlement is an attractive valley landscape with the Waveney Valley to the north and a small tributary valley to the west.

**Services and Community Facilities**
There is a limited range of facilities including a village hall, public house and a limited bus service.

**Development boundary and Constraints**
The development boundary has been drawn around the existing development at Rectory Road to prevent the further extension of this detached ribbon of development and to protect its attractive rural setting, in particular the valley to the west and around the main built-up area along The Street and Thorpe Road. Parts of the settlement have been identified as being within Flood Zones 2 and 3, and as such these areas have been excluded from the development boundary. Due to the flood Zones, attractive rural setting and the limited range of facilities, only limited infill development opportunities are provided in accordance with JCS Policy 16.
Hardwick including Shelton (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Development within the parish has been concentrated at Hardwick with a small isolated cluster at Shelton and individual dwellings and farmsteads dispersed throughout the remainder of the parish. Hardwick has developed a linear settlement form based along Mill Road, Hall Lane and The Street characterised by one plot depth development. The village comprises three distinct areas. The first is based along Mill Road and comprises generally modern development. To the north-west of this area and separated by a large open field is a limited ribbon of development along Hall Lane. The third main area is the main core of the village along The Street. The three parts of the village give it an attractive rural character set in a flat and open landscape but with an attractive river valley immediately to the north.

Services and Community Facilities
There are very few facilities available in the Parish; the village hall is located within Hardwick and the first school at Shelton.

Development boundary and Constraints
The development boundary has been drawn around two of the more built up areas of ribbon development at Shelton to allow for very limited development within the boundary. Corner Farm has not been included within the development boundary in order to maintain the important open spaces around it and the separation of the two parts which characterises the village.
This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Hedenham is a sparsely populated parish. It mainly comprises individual dwellings and farms with a small concentration of development on Church Road. The settlement is set in attractive open countryside interspersed with small wooded areas, and is partly situated on the south slope of a small valley bounded to the east by Hedenham Park giving a rural character. The settlement is characterised by traditional cottages with some Tayler and Green housing at Smiths Knoll and both Hedenham Hall and Ditchingham Hall with their associated parklands form an attractive area of historic parkland. Hedenham has had a designated Conservation Area since 1994.

Services and Community Facilities
There are very few facilities available in the Parish comprising a village hall and bus service.

Development boundary and Constraints
The development boundary has been drawn around the area of Smiths Knoll to allow for limited sensitive infill only due to the limited facilities available and character of the conservation area.
This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

**Form and Character**
Development within the parish has been concentrated into three small groups at Langley Green, Langley Street and Hardley Street with individual dwellings and farmsteads widely dispersed throughout the remainder of the parish. The three groups of development are set on the edge of Langley and Hardley Marshes within the Yare Valley. In the west of the parish is the historic parkland of Langley Park. The character of the developed areas is of a dispersed nature comprising small scattered ribbons of development together with the attractive valley setting combine to give the area an attractive rural character.

**Services and Community Facilities**
There are limited services and facilities in the settlement. There is a village hall and outdoor recreation facility at Langley Street and a limited bus service.

**Development boundary and Constraints**
Much of the parish lies within the Broads Authority area with the boundary defined by Langley Street and including the whole of Hardley Street. Much of the developed area lies within Flood Zones 2 and 3 and consequently no development boundary could be defined which would provide any sustainable limited infill development without affecting the rural character of the area or avoiding the flood zone areas. Consequently this settlement does not have a defined development boundary and for the purposes of this plan will now be treated as a ‘smaller rural community’.
Morley (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Morley (formerly the parishes of Morley St Peter and Morley St Botolph) has a widely dispersed settlement pattern. Historically the settlement has developed around two isolated parish churches and a number of farmsteads.

The main area of development in the parish is located at Morley St Botolph and extends along Chapel Road, The Street and Deopham Road. There is also a significant linear development in the south of the parish at Hill Road, astride the former A11, which adjoins development at Besthorpe within Breckland District and is part of the area covered by the Attleborough and Snetterton Heath Area Action Plan. The other significant development within the parish is Wymondham College, a large secondary boarding and day school. The College is located in the south of the parish in an area otherwise characterised by isolated and dispersed dwellings and farms.

Services and Community Facilities
There is a limited range of facilities that are widely dispersed through the village including a primary school, a village hall and public house. Wymondham College, a state maintained secondary boarding and day school provides some local employment opportunities.

Development boundary and Constraints
The development boundaries have been drawn to retain the existing wooded character of the settlements while allowing for further limited infill development in the Morley St Botolph area.
Needham (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Needham is a linear village of mainly detached dwellings on single plot frontage along the former A143. The village is located along the foot of the northern valley slope of the River Waveney. Most development has been concentrated between the village hall and Whitehouse Farm in a linear form. The northern end of the village has a more open aspect and includes a semi-derelict sunken area of ex-gravel pits. The surrounding area comprises valley slopes rising above the village to the north characterised by large fields and few hedgerows or trees. To the south, the valley floor comprises a mixture of arable fields and many mature trees providing an attractive rural setting.

Services and Community Facilities
There is a limited range of facilities including a village hall, pub and bus service.

Development boundary and Constraints
The settlement is constrained to the west by the Bypass and Flood Zones 2 and 3 to the north and south-east of the developed form. The development boundary is drawn to provide for some limited infill development within the existing village core, while precluding the extension of the existing developed area. The area of development adjacent to the Harleston bypass roundabout is excluded as it is not considered to be an appropriate area for further consolidation, and is separated from the village core by a distinct gap as well as being within the flood zone area. The development boundary also excludes the Church and village hall and the land opposite as it contributes to the open character and rural appeal of this part of the village.
This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

**Form and Character**
The settlement has developed along the B1077 and contains a mixture of old and new development centred on the junction of The Street, Church Road and Rectory Road, with newer extensions to the east and west. The built up areas are surrounded by large open field with few trees or hedgerows affording distant views especially to the north and to the west.

**Services and Community Facilities**
The settlement has very limited facilities and services, only a village hall and garage.

**Development boundary and Constraints**
Much of the existing built form of the settlement is within the flood zone areas and the limited facilities available and the form and character of the settlement limits the potential for further development if further intrusion into the countryside is to be avoided. The development boundary has been defined to provide some limited infill development whilst precluding further expansion of the ribbon development to the east and west of the village.
Shotesham (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Development within the parish has been concentrated along the Street to form the established village of Shotesham. The village has developed a linear settlement form with one plot depth only. The whole village is set within an attractive valley landscape with a particular feature being the abundance of trees and hedges which fill the significant gaps that separate many of the buildings and therefore are important in maintaining the rural character of the village.

The main built-up area together with part of Shotesham Common is a Conservation Area designated since 1973. This was extended in 1994 to include the attractive landscape to the west associated with Shotesham Hall.

Services and Community Facilities
There is a limited range of facilities including a village hall, public house and bus service.

Development boundary and Constraints
Due to the limited services available and the attractive valley landscape the development boundary has been drawn around the existing built up area to prevent further ribbons of development extending into the surrounding countryside. The area from the walled frontage of Shotesham House and the Old Barn southwards along The street has been excluded from the Development Boundary because of the importance this area has in contributing towards the form of the village and the important frontage identified on the south side of The Street between Clifton House (formally The Rectory) and High Bohuns is also excluded from the development boundary as any development in this area would impair the form and character of this important frontage. Any proposals for new development within the boundary must take account of the character of the well established Conservation Area and positively enhance it.
This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

**Form and Character**
The parish contains a dispersed form of development which includes a ribbon of development fronting onto The Street. The row extends along the northern slopes of a shallow valley toward the junction with Church Hill, Redenhall Road, Railway Hill and Harleston Road, which combined with the setting of the church and the bridge forms an attractive focal point. The whole area is defined as a Conservation Area which is distinguished by the presence of some notable buildings. The surrounding area is open and affords distant views.

**Services and Community Facilities**
There are very limited facilities available comprising a village hall and bus service.

**Development boundary and Constraints**
Due to its dispersed character, attractive valley landscape and extensive Conservation Area, the development boundary has been drawn to reflect the existing settlement form and to prevent further development extending into the surrounding open countryside. The development boundary has been drawn to include the main built form of the settlement.
Tibenham (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
The parish of Tibenham has a dispersed rural settlement pattern consisting of individual dwellings and farms scattered throughout the parish. The established village of Tibenham is concentrated along The Street and around the site of the old school. Further detached clusters of development exist at Pristow Green and Long Row. The main concentration of development has developed in a linear form characterised by one plot depth. Its setting in a small valley with abundant tree hedge planting along the road frontages and attractive open countryside give it a rural character.

Services and Community Facilities
The settlement has very limited facilities comprising a pub and newly built village hall and recreation area.

Development boundary and Constraints
Due to the limited facilities available in the settlement the development boundary has been drawn to maintain the separation between the two parts of the village and to provide some limited infill development opportunities in locations close to the facilities.
Tivetshall St Mary and Tivetshall St Margaret (Rural Area)

These settlements are identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character

Tivetshall St Mary
Development in the parish is concentrated along The Street/Rectory Road in a linear form comprising mainly single plot development. Development is also concentrated around School Road which is the dividing line between the parishes of Tivetshall St Mary and Tivetshall St Margaret. Isolated clusters of development are located at Rectory Road but these are away from the limited facilities that the Tivetshall share. Development in the remainder of the parish comprises individual dwellings and farmsteads. The village has an open rural character derived from the tree and hedge planting and views of the surrounding open countryside.

Tivetshall St Margaret
Development is concentrated along Green Lane, School Road and The Street in a linear form characterised by single plot development. This area is contiguous with development lying within the parish of Tivetshall St Mary and forms a single area of settlement joining both parishes.

Services and Community Facilities
There is a very limited range of facilities shared by the Tivetshalls; a primary school and village hall which are located along the parish boundary between the two settlements. A public house is located away from the built up areas on the A140 Norwich-Ipswich road.

Development boundary and Constraints
The development boundary has been drawn around the existing built-up area where the two parishes meet. It has been drawn in order to maintain the physical separation between the two built up areas to the south of The Street to prevent further extension of development into the surrounding countryside whilst allowing for limited infill development within it. Outlying areas, further from facilities have been excluded from the defined development boundary.
Toft Monks (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Development within the parish has been concentrated around the junction of Yarmouth Road/Beccles Road, Post Office Road/Mardle Road and along Bulls Green Lane. Development within the remainder of the parish comprises individual dwellings and farmsteads.

The main village comprises two distinct areas which are separated by the open field to the south of Mardle Road and which is important in contributing towards the generally open appearance from which much of the attractive rural character of the village is derived.

Development along Yarmouth Road, both sides and along the west side of Bulls Green Lane has taken the form of ribbon development. Along Beccles Road development is limited to the east of the road whilst to the west is the open field separating the two parts of the village. To the north of Mardle Road is Grade 2 agricultural land.

Services and Community Facilities
There are limited facilities in the village with only a pub and garage close to the village centre. The primary school is located on the Yarmouth Road some 1500m north of the village.

Development boundary and Constraints
The development boundary has been drawn to reflect the existing settlement form and to prevent further development extending into the surrounding open countryside whilst providing for some limited infill development within it.
Topcroft (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

**Form and Character**
The main concentration within the parish has taken place along The Street with a cluster of houses located at Church Road away from the main part of the village. Individual dwellings and farmsteads are dispersed throughout the remainder of the parish.

Development along The Street has resulted in a linear settlement form characterised by one plot depth development mainly to the east side of the road, with the west side characterised by more open frontages interspersed with a number of farms set back from the road.

The large open areas, views of the surrounding countryside and good tree and hedge planting along much of The Street, are all important in maintaining the rural character and setting of the village.

**Services and Community Facilities**
There are very limited services available comprising a social club, playing field and bus service.

**Development boundary and Constraints**
Due to the proximity of the Flood zones, the rural character of the settlement the development boundary has been around the built form of The Street. The open areas to the front of Street Farm and Trees Farm which are recognised for their importance in contributing to the street scene and rural character of this settlement have been excluded from the development boundary.
Winfarthing (Rural Area)

This settlement is identified as an ‘Other Village’ in Policy 16 of the Joint Core Strategy (JCS). As such it will have a defined development boundary within which very limited infill development can occur without affecting the form and character of the village.

Form and Character
Winfarthing has developed a linear settlement character along The Street, along part of Hall Road and along Mill Road southwards with outliers of development at Short Green and Goose Green.
Winfarthing comprises mainly single plot frontage development including a mixture of housing types and some notable old buildings. The Street is characterised by several areas of open frontage formed mainly by the playing field and several farms which contribute towards the dispersed nature of much of the development, especially in the southern half of the village which has a very open aspect.
The village contains a conservation area in the centre containing a variety of development interspersed with open spaces and an attractive tree-lined area adjacent to St. Mary’s Church. The visual interest along The Street is enhanced by a number of notable old buildings and complemented by the bends in the road.

Services and Community Facilities
The parish contains a limited range of facilities including a school, playing field, pub and village hall located a short distance away.

Development boundary and Constraints
The potential for development is limited by the linear nature of Winfarthing. The existing development boundary has been drawn to allow for limited infill within it. The development boundary includes the areas within the main village which are developed but excludes the area considered to form an attractive setting to the church. The boundary therefore maintains the separation of the existing settlements while providing for limited infill development which should enhance the form and character of the village.
Policy 17 of the Joint Core Strategy (JCS) acknowledges that there are some small rural villages and hamlets that are not included within Policies 9 to 16 of the Joint Core Strategy. These ‘countryside villages’ or ‘small rural communities’ have few or no local facilities but contain many attractive built and natural features including areas of notable landscape character, geological and biodiversity interest. These need to be protected and enhanced, while providing for the rural economy and accessibility to services to be maintained and enhanced.

Policy 17 sets out the types of uses that may be acceptable in the countryside. In the case of more significant proposals, these will be considered in the light of their contribution to meeting the overall objectives of the Joint Core Strategy.

In these countryside villages and small rural communities, affordable housing for which a specific local need can be shown will be permitted in locations adjacent to villages as an exception to general policy. Farm diversification, home working, small-scale and medium-scale commercial enterprises where a rural location can be justified, including limited leisure and tourism facilities to maintain and enhance the rural economy will also be acceptable. Other development, including the appropriate replacement of existing buildings, will be permitted in the countryside where it can clearly be demonstrated to further the objectives of the Joint Core Strategy.

Countryside villages and small rural communities do not have a defined development boundary. Any proposals for new housing development or rural employment (as indicated above) will be assessed against the Policies in the Development Management Policies Document.
Costessey

Local Plan - Site Specific Allocations & Policies DPD - (Please see this map in conjunction with the policy text for this settlement)
Showground Specific Policy

Weir Dunham's Plantation

DRAIN

FAIRWAY

ED & Ward Bdy

River Wensum

Easton Reeds

Longdell Hills

Easton Path (um)

Pond

Def

Pond

P

1.22m RH

ED and Ward Bdy

1.22m RH

Def

1.22m RH

Factory

ED and Ward Bdy

1.22m RH

Spoil Heap

1.22m RH

Spoil Heap

1.22m RH

Cottage

Pit (disused)

U Sewage

FAIRWAY

1.22m RH

CD

1.22m RH

COS 3

1.22m RH

COS 3

COS 3

COS 3

COS 3

COS 4

COS 5

Housing Allocation

Development Boundary

Strategic Landscaping

Employment Allocation

Showground Specific Policy

Key

Boundary

Parish Boundary

Scale at A3: 1:7,500

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Trowse with Newton

Local Plan - Site Specific Allocations & Policies DPD - (Please see this map in conjunction with the policy text for this settlement)

Norwich City Council

Trowse with Newton

TROW 1

TROW 2

Key

- Development Boundary
- Mixed Use Allocation
- Broads Authority LDF area
- Parish Boundary
- Park and Ride
- Conservation area

Scale at A3: 1:5,000

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