

Redenhall with Harleston Neighbourhood Plan 2022-2038



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1. Introduction

- 1.1 This Redenhall with Harleston Neighbourhood Development Plan is the first ever statutory planning policy document specifically for the parish of Redenhall with Harleston. Neighbourhood Plans such as this were made possible by powers contained within the 2011 Localism Act which sought to decentralise policy making to the local level and give more powers to communities and the right to shape future development where they live.
- 1.2 The Neighbourhood Plan is a community-led document for guiding the future development of the parish. It is about the use and development of land between 2022 and 2038. Once the Plan is 'made and adopted', South Norfolk Council will use it to determine planning applications. Redenhall with Harleston Town Council will use the Plan to respond to planning applications.
- 1.3 The Redenhall with Harleston Neighbourhood Plan complements existing national and local planning policy by providing a specifically local level of detail attained through consultation with the local community and further research. Commissioned by Redenhall with Harleston Town Council, the Neighbourhood Plan has been developed by a Steering Group of local residents and Town Councillors (see **Appendix A** for Steering Group members).
- 1.4 By undertaking a Neighbourhood Plan, the Steering Group aims to:
 - Establish what is special about the parish of Redenhall with Harleston.
 - Enable residents to influence and shape new development in the parish, in terms of design, character, heritage, amenities, and the environment.
 - Identify community needs for the use of developer contributions and other possible funds.
- 1.5 The Neighbourhood Plan has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012 (as amended). The flow chart below (figure 1) outlines the stage the Steering Group have gone through and the future work.

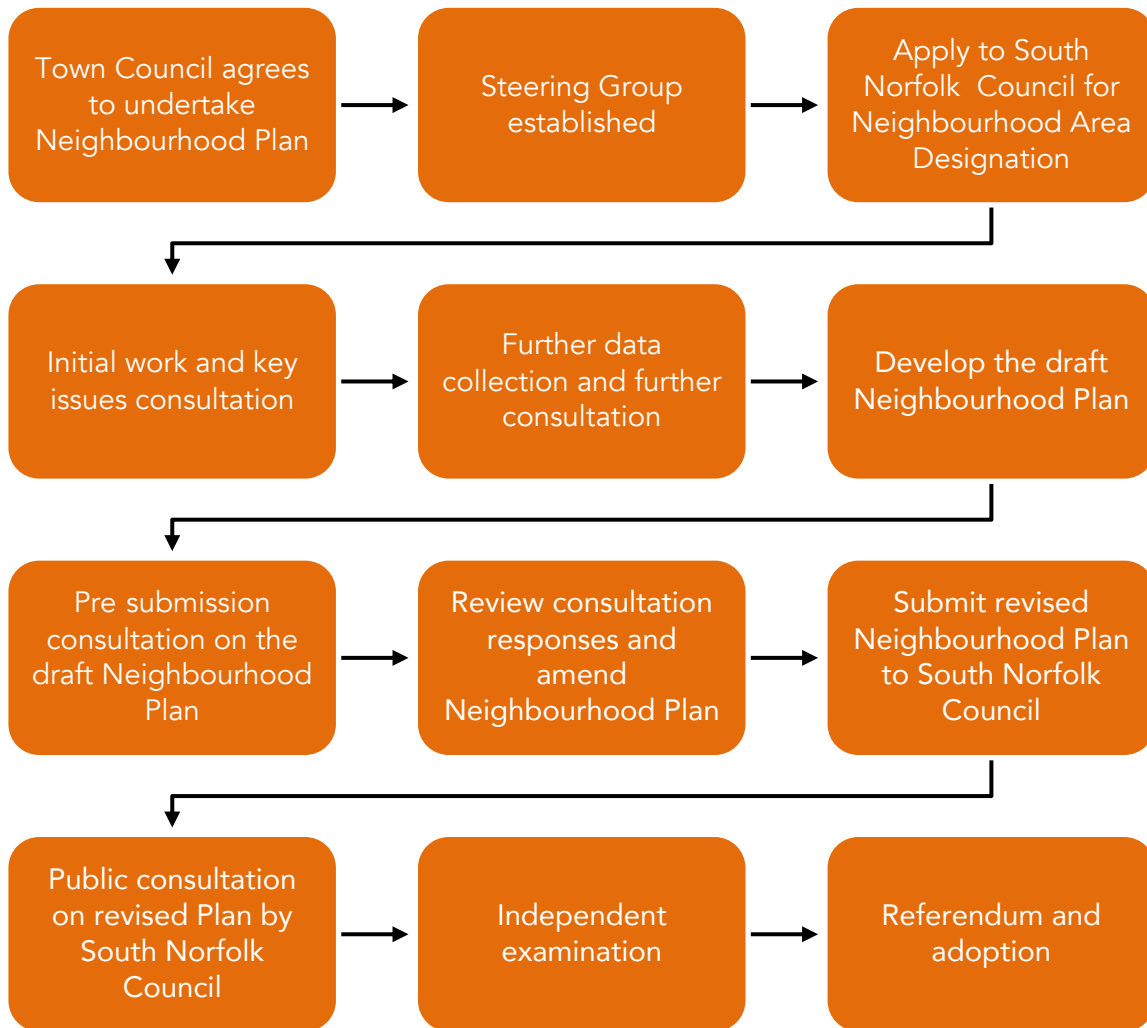


Figure 1: Neighbourhood Plan process and progress.

- 1.6 The Redenhall with Harleston Neighbourhood Plan is not a mechanism for stopping development, it is there to ensure that development takes place in an appropriate way for the parish. It has been positively prepared, with the purpose of supporting and managing growth, not prevent it. In practice, higher level planning documents such as the emerging Local Plan for the Greater Norwich Area (which includes South Norfolk district) cannot feasibly deal with all of the issues particular to every town and village across three districts, whereas the Neighbourhood Plan can by providing additional details which reflect specific local circumstances and conditions.
- 1.7 The Neighbourhood Plan provides clarity on what will be expected from development proposals, gives prospective investors confidence in how the area will change in the future, and ensures that the impact of development is anticipated and planned for in Redenhall with Harleston. A Neighbourhood

Plan is a significant document and will carry legal weight so that developers have to take note when considering future developments in the parish.

- 1.8 The Neighbourhood Plan Area covers the entire Parish of Redenhall with Harleston and was formally designated by South Norfolk Council in September 2020.
- 1.9 This is the 'made' (adopted) version of the Redenhall with Harleston Neighbourhood Plan. The Plan was independently examined in May 2022 following a six week public consultation period that finished on the 18th March 2022. The previous consultation on the 'pre-submission version' took place between 24th July 2021 and 10th September 2021. Local residents, businesses, and statutory agencies had the opportunity to comment on the draft Plan and 89 responses were received of which 18 were from statutory consultees and the remainder were from local residents. All comments were collated and considered. The Plan was amended for submission to South Norfolk Council in November 2021.

Accompanying supporting documents

- 1.10 When the Redenhall with Harleston Neighbourhood Plan is submitted for independent examination, it will also be accompanied by the following documents:
- **Basic Conditions Statement** – outlines how the statutory basic conditions have been met.
 - **Consultation Statement** – outlines how and when the public have been consulted on the content of the Plan.
 - **Strategic Environmental Assessment Screening Report** – to determine whether the Neighbourhood Plan requires a full Strategic Environmental Assessment.
 - **Habitat Regulation Screening Report** – identifies any potential impacts on protected species or habitats.
 - **Redenhall with Harleston Housing Needs Assessment** - undertaken by consultants AECOM in February 2021.
 - **Redenhall with Harleston Design Guidance and Code** - undertaken by consultants AECOM in June 2021.

Examination and referendum

- 1.11 The Neighbourhood Plan has been subject to independent examination and the Examiner recommended that the Neighbourhood Plan should proceed to referendum.

- 1.12 At referendum, every resident of Redenhall with Harleston, who was entitled to vote in the Council elections, had the opportunity to vote on whether or not they agreed with the Neighbourhood Plan. At referendum on 22nd September 2022, residents were asked, ***'Do you want South Norfolk Council to use the Neighbourhood Plan for Redenhall with Harleston parish to help it decide planning applications in the Neighbourhood area?'***. The Plan required at least 50 per cent support from those who voted in the referendum, in order for South Norfolk Council to 'make' (adopt) the Neighbourhood Plan as part of the statutory development plan.
- 1.13 There were 667 votes cast in the referendum. This represented a turnout of 16.4 per cent. 578 (86.7 per cent) voted 'yes' and 89 (13.3 per cent) voted 'no'.

National and local planning policy context

- 1.14 Every local planning authority in England is required to prepare a Local Plan. Local Plans include all of the local planning policies for the district's area and identifies how land is used, determining what will be built and where. South Norfolk is part of the trio of Greater Norwich Authorities who worked together initially to produce a Joint Core Strategy (JCS) adopted in 2011 and are now producing the Greater Norwich Local Plan (GNLP) which was submitted for Examination in July 2021. Examination hearings are still in progress. The Greater Norwich Local Plan, along with any Neighbourhood Plan, provides the basis for determining planning applications and future development in the local area and should be consistent with the National Planning Policy Framework.
- 1.15 The 'National Planning Policy Framework' (NPPF) was published in March 2012 and revised in July 2018, February 2019 and July 2021. It sets out the Government's planning policies for England and how these should be applied. The Redenhall with Harleston Neighbourhood Plan is in conformity with the revised NPPF, in particular, taking a positive approach that reflects the presumption in favour of sustainable development.
- 1.16 Development is defined as 'the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land'.¹ Section 38 of the Planning

¹ Section 55 of the Town and Country Planning Act 1990.

and Compulsory Purchase Act 2004 emphasises that the planning system continues to be a 'plan-led' system and restates the requirement that 'determination must be made in accordance with the Plan unless material considerations indicate otherwise'.

- 1.17 The Redenhall with Harleston Neighbourhood Plan once 'made' (adopted) will form part of the statutory Development Plan for the area and future planning applications for new development will be determined using its policies.
- 1.18 Currently, the statutory development plan for the area consists of the Joint Core Strategy (2011), the South Norfolk Development Management Policies (2015) and the Site-Specific Allocations and Policies Document (2015). As referred to above, South Norfolk Council is in the process of replacing those documents with a new Local Plan (GNLP).

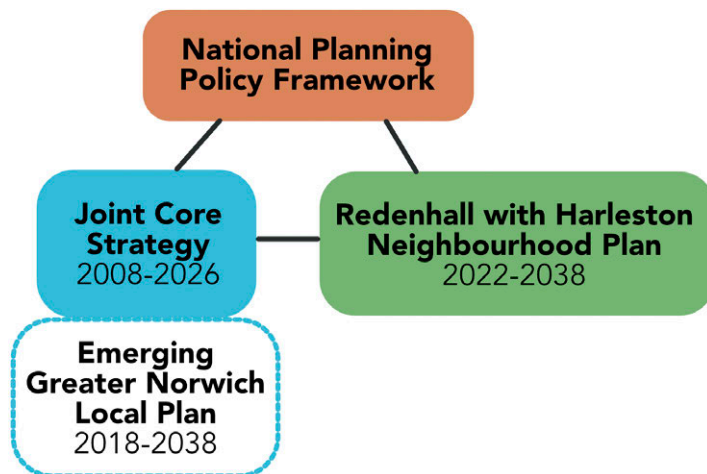


Figure 2: Spatial and strategic policy context: relationship between the NPPF, JCS, emerging GNLP, and the Redenhall with Harleston Neighbourhood Plan. Own diagram.

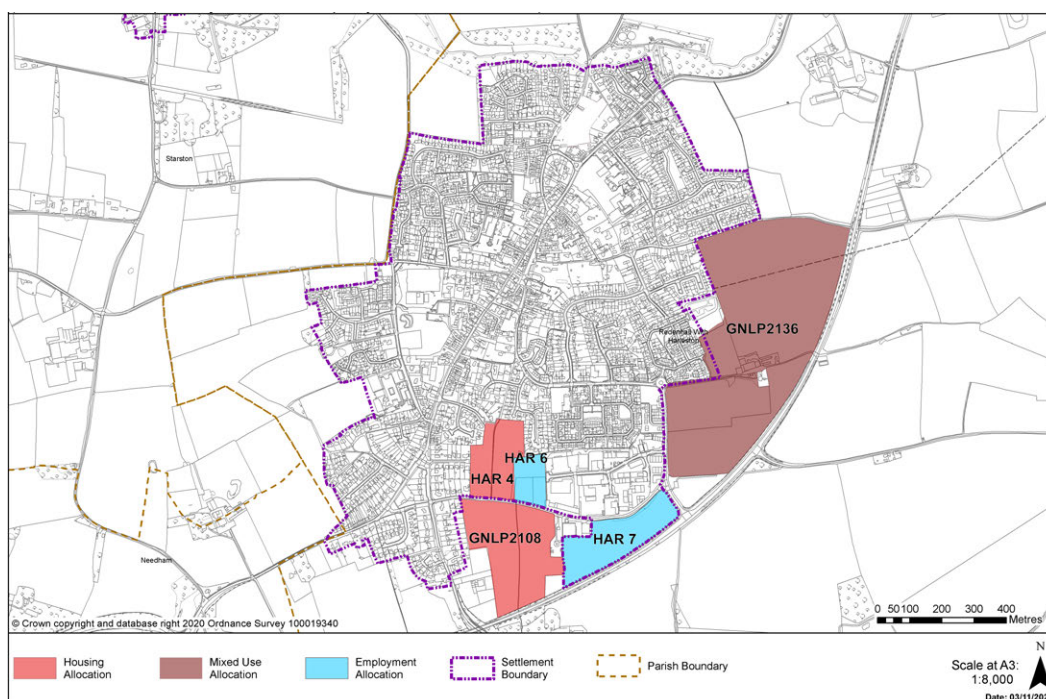
Policy framework for Redenhall with Harleston Neighbourhood Plan

- 1.19 Harleston is identified as a 'Main Town' in the settlement hierarchy of the adopted JCS which looks to the period 2026. The emerging GNLP retains this classification in the settlement hierarchy but looks ahead further to 2038. The JCS allocated between 200-300 houses in Harleston. The South Norfolk Site allocations document translated this into specific sites as follows:
 - HAR1 – Land off Mendham Lane: 120 dwellings completed in 2016/17.
 - HAR3 – Land at former Howard Rotovator Works: 33 dwellings completed in 2019/20.
 - HAR4 – Land north of Spirketts Lane: 95 dwellings.

1.20 The Plan also made two employment allocations as follows:

- HAR6 – Land north of Spirketts Lane.
- HAR7 – Land south of Spirketts Lane.

1.21 The emerging GNLP proposed to carry forward the existing allocations HAR4, 6 and 7 together with a mixed use/retail allocation HAR5 at Station Hill. Planning permission was granted on the 31st March 2022 for the development of 40 residential at Site HAR5 Station Hill. In addition, the emerging GNLP proposes a further mixed use/housing allocation at Briar Farm (GNLP2136) for approximately 360 dwellings plus 90 units of extra care housing, (which is calculated to give a figure of 405 dwellings in total²) together with 0.8ha of retail or employment land, 1.6ha for community use, allotments, and public open space, and at land south of Spirketts Lane (GNLP2108) for 150 dwellings.



1.22 Due to the level of new housing growth proposed in the current and emerging Local Plan, the Redenhall with Harleston Neighbourhood Plan is not allocating further sites for development. Instead, its proposed policies will focus on managing the impacts of the proposed growth and ensuring that the community benefits are realised.

² For calculating strategic housing requirement, a 90 unit/extra care housing scheme is estimated as equivalent to 45 dwellings. An estimate based on the number of homes made vacant by a person/household moving from general accommodation into specialist accommodation.

³ <https://www.gnlp.org.uk/regulation-19-publication-part-2-sites-4-main-towns/redenhall-harleston>. Accessed 24.06.21.



2. Redenhall with Harleston parish

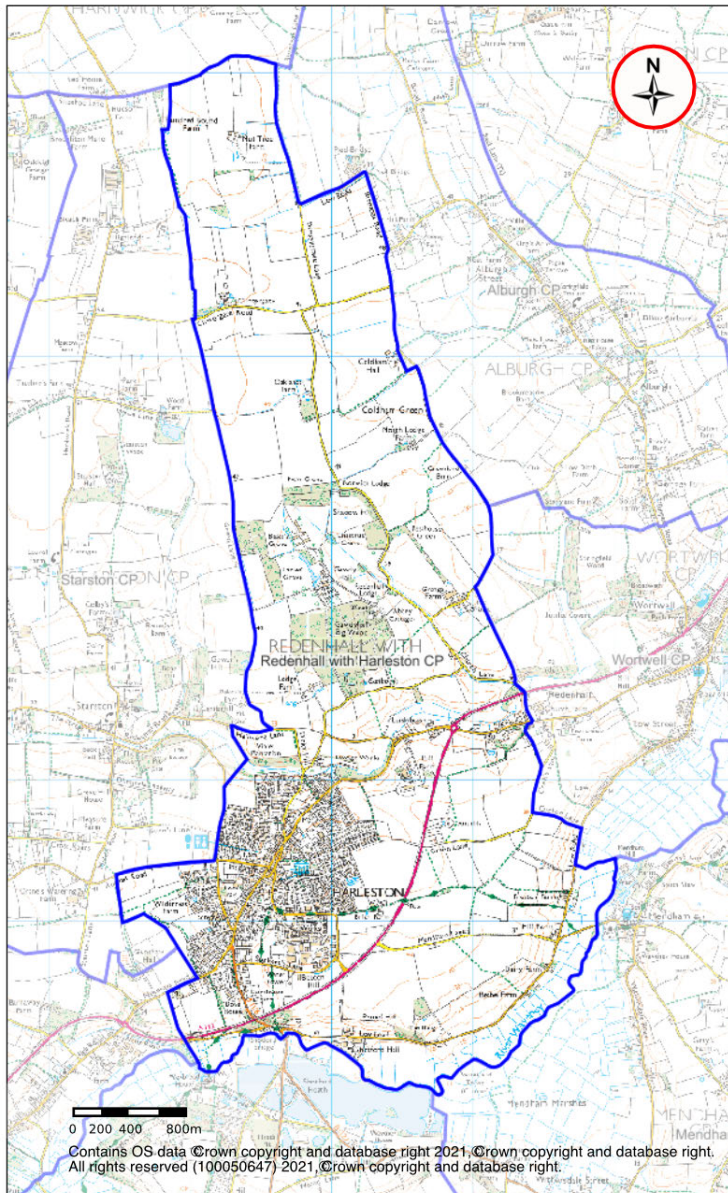


Figure 4: Redenhall with Harleston parish, the Neighbourhood Plan area (source: Parish Online, with own annotations). Blue line denotes parish boundary.

Brief history

- 2.1 The parish of Redenhall with Harleston is located in the Waveney Valley in South Norfolk, adjacent to the Suffolk border.
- 2.2 The Parish of Redenhall with Harleston contains the two settlements of Redenhall and Harleston. Redenhall village itself is the earlier, listed in the Domesday Book, whereas Harleston existed by the time of the Domesday Book, but is largely a medieval creation set up during the 13th century. The

name Redenhall may derive from the Old English words for 'reedy nook', unsurprising considering the number of drains that cross the parish, the southern border of which is formed by the River Waveney.

- 2.3 The name 'Harleston' has a complex history. It is possible that the name derives from the Old English name Heoruwulf, however, a local legend states the name is actually derived from Harolds Stone (Norfolk Historic Environment Record (NHER) 11081), a roughly rectangular rock of about 2m x 1m x 1m which is situated in a pedestrian walkway between The Thoroughfare and Church Street in Harleston. It is said that this stone, also referred to as 'King Harold's mounting block', is the stone on which Harold stood to apportion land.
- 2.4 The parish itself is situated just west of Wortwell parish, and east of Starston and the Pulham parishes, and shares their roughly rectangular shapes. This group of parishes sits on the southern border of Norfolk and has undergone some boundary changes during the last few centuries. Previous to 1885, part of the present parish of Redenhall with Harleston was in Mendham parish, which also contained land in Suffolk. In 1885, the western side of Mendham stretching from the River Waveney northwards as far as Mendham Lane and eastwards as far as Cuckoo Lane became part of Redenhall with Harleston and the easterly side became part of the new parish of Wortwell⁴.
- 2.5 The NHER indicates that the earliest signs of human occupation are Neolithic and Palaeolithic. There are few Bronze Age records and also very little evidence of Saxon occupation. However there have been a number of Roman finds within the parish including coins and jewellery.
- 2.6 This parish has a large number of historic buildings, with over 130 listings in this parish according to Historic England.
- 2.7 Harleston is among the few ancient towns to escape a major fire in Tudor/Stuart times. This has endowed it with an exceptional proportion of its buildings dating from the 1300's to the 1600's, often re-fronted in Georgian times. In the centre Medieval Hall Houses remain as a physiotherapist, as Reydon House and as a modest terrace. The solicitors (Ancient House) carries carvings outside from the 1400's, whilst the Indian restaurant (Taste of Raj) features script, in code, from the same century and was probably a guild hall. The Swan, The Cardinal's Hat and JD Youngs (Magpie) all date from the 1500's and became coaching inns, whilst the imposing Bank and Merchants House dates from the same century. Scores of houses date from the 1600's, including

⁴ <https://www.genuki.org.uk/big/eng/NFK/Mendham>

most of the buildings on The Thoroughfare, Broad Street and Church Street, such as Gingerbread Cottage, as does the impressive Old House in the Old Market Place, being from 1626. Perhaps pride of place should be conferred upon Caltofts, with its Tudor fireplace and Arts and Crafts restoration, and Candles, dating from the 1680's, a splendid example from William and Mary's reign. The 1700's are well represented by the old Gurney's Bank and The Beeches, whilst the 1800's have the splendid classical portico of the Corn Exchange and the handsome railway Station house in Italianate style, to mention but a few.

- 2.8 According to Norfolk Heritage Explorer, 'sites of particular interest include Caltofts in Harleston (NHER 12476), dated to 1460 but built on the foundations of an earlier house of 1375. There are also the remains of a number of medieval hall houses inside later buildings. One example of this is Nos 16 and 18 Old Market Place, Harleston, which contains a 14th or 15th century raised aisled hall (NHER 14405), and a similar late medieval hall forms part of Nos 4, 6 and 8 London Road (NHER 30306)'⁵.
- 2.9 There has been a church in Harleston for several centuries. Until 1873 an ecclesiastical building known as St. John's Chapel (now demolished) stood on the side of the present marketplace. The cupola of the original chapel can be seen at the top of the clock tower. In 1872 the present church of St. John the Baptist was built. Although it lacks a tower, the church is constructed from regular Victorian knapped flint with stone trim. The parish also contains a number of monuments, including two aircraft crash sites, one dating to World War I and one to World War II. In addition, there are two of the common type 22 World War II pillboxes, one situated about 100m east of Redenhall Road) and one near to 13 London Road although this one has been partially demolished. The parish also contains the site of a former Royal Observer Corps post, in fields southeast of Harleston which was in use during the Cold War.

Historic environment

- 2.10 Historic England contains records for Redenhall with Harleston parish. The Church of St. Mary in Redenhall is a Grade I listed building, Candler's House, the Swan Hotel, 16 and 18 Old Market Place and Reydon House are Grade II* listed buildings. The remaining listed buildings are Grade II.
- 2.11 Most of the Harleston Town Centre is covered by the Harleston Conservation Area. Harleston Conservation Area was originally designated in June 1975 and

⁵ <https://www.heritage.norfolk.gov.uk/record-details?uid=%27TNF1250%27>. Accessed 25.06.21.

the boundary has since been extended to include areas of late 19th century and early 20th century development to the north and south. The boundary of the Conservation Area can be seen in the map below which is taken from the Harleston Conservation Area Character Appraisal and Management Guidelines document produced by in 2016 by South Norfolk Council (figure 5).

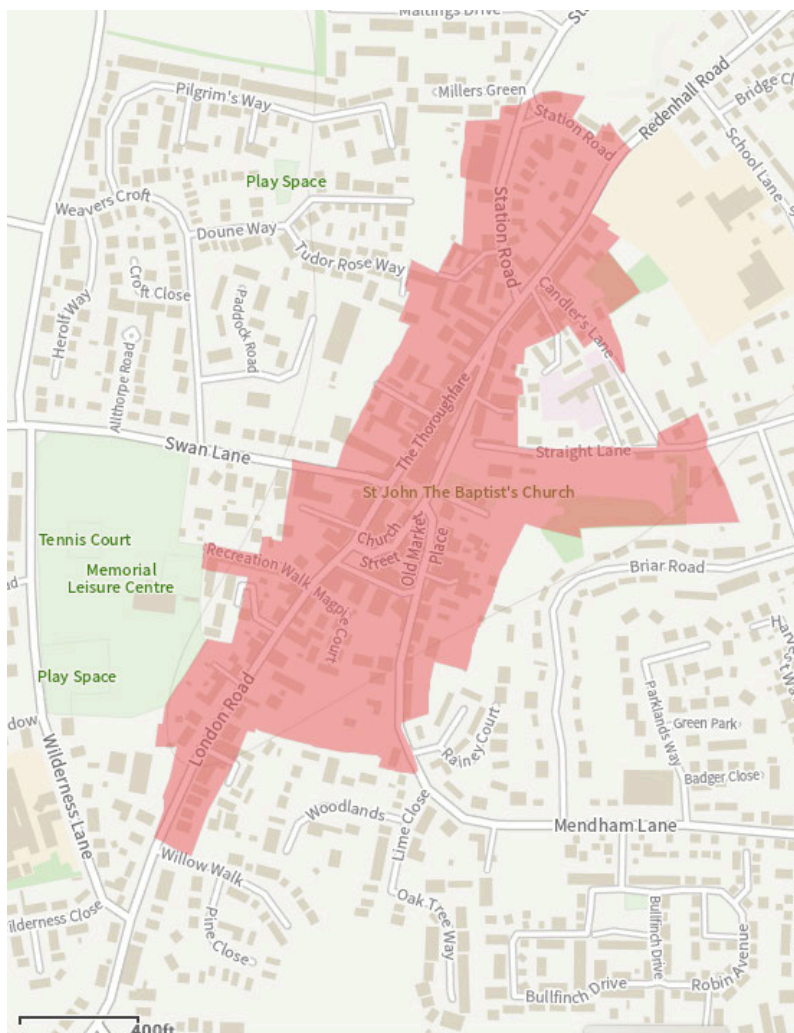


Figure 5: Map showing Harleston Conservation Area. Source: South Norfolk Council.⁶

Population

2.12 The usual resident population of Redenhall with Harleston parish was 4,541 residents in the 2011 census. The population was 48.2 per cent male and 51.8 per cent female.

2.13 In 2019, the population estimate for Harleston ward was 5,226 in 2019.

⁶https://www.arcgis.com/apps/webappviewer/index.html?id=e45e8da6e94343149d89024894a83134&query=Conservation_Areas_for_Broadland_and_South_Norfolk__View__8907%2CCon_Area_N%2CHarleston%20Conservation%20Area. Accessed 08.07.21.

- 2.14 The age structure of Redenhall with Harleston parish from 2011 Census data indicates that the mean age of residents in Redenhall with Harleston was 45.3 years in the 2011 Census compared with 41.7 years for Norfolk and 43 years for South Norfolk district. The median age was 46 years for Redenhall with Harleston, 43 years for Norfolk and 45 years for South Norfolk.

Health and wellbeing

- 2.15 Data from the Census indicates that residents reported their health in 2011 compared to South Norfolk and Norfolk. Harleston residents generally reported themselves as slightly less healthy than the South Norfolk and Norfolk averages.
- 2.16 The Patient Participation Group completed a survey of patients and received 849 responses. The results showed that 86 per cent of respondents would prefer community health services to be available in Harleston. 95 per cent of respondents agreed that the vacant Paddock Road Surgery building should be used as a health hub from which a multidisciplinary team spanning community health, social care, local government services and the voluntary sector can operate.

Education

- 2.17 The parish contains a full range of education establishments for children up to the age of 16. Harleston Pre-school Nursery is located next to Harleston Primary School and is available to all children between 2-5 years old during term time.
- 2.18 Harleston CE Primary School is for pupils aged 3 to 11 years old. There were 456 pupils on roll in January 2020. Archbishop Sancroft High School on Wilderness Lane in Harleston serves pupils aged 11 to 16 years. There were 455 pupils on roll in January 2020. High School pupils in Harleston also attend Stradbroke High School, Hartismere High School, Bungay High School, Diss Sixth Form Centre and institutions in Norwich. There is no sixth form college in Harleston.
- 2.19 Historically the numbers of children living in the catchment of Harleston Primary has been larger than the 60 places. Where applications have exceeded places available for a year group, pupils have been offered either other schools elsewhere in the county or in Suffolk. The school's buildings are at capacity and temporary buildings are in use. Archbishop Sancroft High School provides 100 places for each year group and on the whole the current

catchment numbers match that figure quite well. However, the numbers of pupils in the earliest year groups are increasing. Pupils who cannot gain admission have been offered places at other High Schools in South Norfolk or Suffolk.

Community facilities

- 2.20 Harleston Medical Practice is based at Bullock Fair Surgery and has a dispensary at the surgery. There is a pharmacy and two opticians in the town. NHS and private dental services are available at Bupa Dental Care Harleston.
- 2.21 Harleston has many and varied amenities including a library, a bank, a Post Office, many independent shops, cafes, and restaurants, two hotels, a pub, two vets, a Wednesday market and free parking. The High School has a swimming pool with use by a private swimming company for lessons. Harleston recreation ground includes a football pitch, a family inclusive sports area with a BMX track, a green gym, basketball hoop, an outdoor bowls club and play areas for all ages. There is a gym, tennis courts and squash courts at Harleston Community Leisure Centre, run by Harleston Town Council. There is another bowls club to the south of the town offering indoor and outdoor bowling. There is a small museum located next to King George's Hall.
- 2.22 South Norfolk Council owns and maintains four playgrounds and recreational spaces in Harleston. These are in Nelson Close, Doune Way, Harold Way and Chaffinch Mews.
- 2.23 There is a very active community in Redenhall with Harleston parish and many clubs and groups serving all age groups. Harleston Information Plus is a community hub for residents and provides information for residents, a jobs club, jobs training and a befriending service, as well as guiding visitors to local attractions and services. Information on clubs and groups in Redenhall and Harleston can be found at www.harleston-norfolk.org.uk. The Kindness Help Hub was formed at the start of the pandemic and works to assist those more vulnerable residents with their shopping and prescriptions.
- 2.24 Community buildings used by clubs and groups in the parish include King George's Hall on Broad Street, the Masonic Hall, St. John's Church, Jay's Green Hall, the Harleston Methodist Church and meeting rooms at Harleston Information Plus, where there is capacity for extra bookings.
- 2.25 Harleston and District Business Forum was formed in 2012 to provide business owners and other interested parties with a forum to share business information,

to network, to be an official voice when approached by or when approaching local, regional and national authorities and ultimately to help grow businesses in the area and promote the town and surrounding area. Harleston's Future is a volunteer group founded by the Business Forum to ensure the continued prosperity and well-being of Harleston It organises regular events in the town, Heritage walks, film shows, and ever-changing displays of flags.

- 2.26 The community magazine is called the *Harleston Grapevine* and is distributed by volunteers each month to every household in Harleston. There are active Facebook groups including Harleston a Ray of Sunshine, Action for Harleston, Harleston Community Noticeboard, Just Ask in Harleston and District, What's Going on in Harleston and Waveney, Harleston's Future and Harleston Information Plus.

Housing

- 2.27 Data from the 2011 Census shows that there were 2,259 dwellings in Redenhall with Harleston and 2,176 households. 67.8 per cent of dwellings were owner occupied, 3.1 per cent shared ownership, 15 per cent socially rented, 12.8 per cent privately rented, and 1.2 per cent living rent free.
- 2.28 According to the property website Zoopla, the average price paid for a property in the last twelve months in the IP20 postcode is £217,211⁷.

Transport and Access

- 2.29 **Bus services** – there are three local bus services serving Redenhall with Harleston parish. Service 581 travels to Beccles from Diss via Harleston several times a day and is provided by Simonds. Service 84 runs to Norwich via Hempnall once a day and is provided by Konectbus. Service 38A travels from Harleston to Norwich several times a day via Long Stratton and is provided by First Bus. The Borderhoppa is a mini-bus service aimed at those who do not have easy access to personal transport and is open to all ages. The core service is 'Dial-A-Ride' which is pre-booked up to a week before travel, collects and delivers to home or local parish pickup point and runs on Mondays to Fridays.
- 2.30 **Railway** – the nearest rail station is in Diss, 17.5km from Harleston. It has regular trains to Norwich and London.

⁷ www.zoopla.co.uk. Accessed 11.11.2020.

- 2.31 **Walking and cycling** – the National Cycle Route 30 travels through Redenhall with Harleston parish. The Angles Way is a 150km long distance trail that runs along the Norfolk/Suffolk borders from Gt Yarmouth to Thetford and goes through Harleston.
- 2.32 **Car dependency** – the 2011 Census shows that the main method of travel to work by usual residents aged 16 to 74 years of Redenhall with Harleston parish is by car and that they travel on average 19km to work.
- 2.33 **Car parks** – are open all year round and are free to use. At the time of writing, there is one car park in front of the Co-op on Bullock Fair Close and there is an adjoining car park owned by South Norfolk Council and leased to Redenhall with Harleston Town Council. Each car park has two electric charging points. There is another car park at St. John's Church on Broad Street, also owned by South Norfolk Council and leased to the Town Council.

Environment and landscape

- 2.34 **Landscape character** – the South Norfolk Council Landscape Character Assessment identifies the southern part of Harleston with Redenhall parish as Character Area A5 Waveney Rural River Valley. The northern part of the parish is identified as Character Area B4 Waveney Tributary Farmland.
- 2.35 **Biodiversity and Geodiversity** – the parish contains both nationally and locally designated wildlife sites. Gawdy Hall Big Wood, Harleston Site of Special Scientific Interest is located to the north of Harleston town. This site consists of a large area of ancient woodland on poorly drained, chalky boulder clays, typical of South Norfolk. There are three County Wildlife sites in Redenhall with Harleston parish. These are CWS 79 Blake's and Ladies Grove, CWS 80 Shadow Hill and Chestnut Grove and CWS 81 Gawdy Hall Wood (part). There is also Roadside Nature Reserve 14 located in the northern area of the parish on Green Lane.

Rivers and flooding

- 2.36 The South Norfolk Site Specific Allocations and Policies Document (adopted 2015) states that inadequate sewerage infrastructure and surface water flooding are significant constraints in Harleston. During periods of intense rainfall, flooding can occur in the town centre.
- 2.37 The majority of the area of Redenhall with Harleston parish is at low risk of flooding from surface water. Some areas of Redenhall with Harleston are at

low, medium and high risk of surface water flooding. The areas near the River Waveney are at particular risk.

Business and Employment

- 2.38 The 2011 Census shows that 69.4 per cent of all usual residents aged 16 to 74 in Redenhall with Harleston are economically active, and that there are more skilled trades people in Redenhall with Harleston compared to South Norfolk and Norfolk.

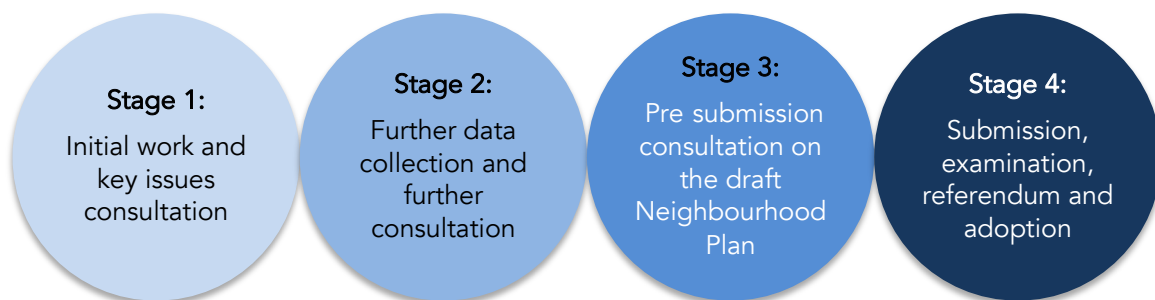


3. How the Plan was prepared

- 3.1 The Neighbourhood Plan Steering Group has prepared the Plan with support from a team of independent consultants. The process started in September 2020 when the Neighbourhood Area was designated.
- 3.2 The Plan has been commissioned by Redenhall with Harleston Town Council. Most of the funding has come from a central government Locality grant and a South Norfolk Council grant for Neighbourhood Plans.

Community engagement and consultation

- 3.3 The Redenhall with Harleston Neighbourhood Plan has been undertaken with community engagement and consultation. Due to COVID-19 restrictions, the Steering Group had to be innovative in their approach, using an online mapping application, Zoom meetings with stakeholders, a business survey, a household survey and a face-to-face exhibition. More details of all the consultation will be outlined in the Consultation Statement, accompanying the submission of the Neighbourhood Plan to South Norfolk Council in Autumn 2021.
- 3.4 Below is a summary of each of the four community engagement and consultation stages.



Stage 1: Initial work and key issues consultation (Autumn/Winter 2020/21)

- **Steering Group online workshops** (October 2020): Neighbourhood Plan aims and vision were drafted based on local knowledge of the Steering Group. Later revised after consultation with the community.
- **Placecheck** (Autumn/Winter 2020): an online application where the local community were invited to put a pin on the map of the parish stating 'things I like', 'things I don't like' and 'things we need to work on' and write a comment. 103 comments were made between October 2020 and March 2021. These were used to inform the objectives of the Plan.
- **Stakeholder engagement** (Autumn/Winter 2020): Steering Group meetings on Zoom or on the telephone with a range of organisations and individuals in the area, including: Harleston Arts Forum; Harleston Information Plus; the Historical Society; Durrant Estate Agents; Harleston Business Forum; Harleston Walkers; Harleston Jobs Club; St John the Baptist Church; Hope Church; Harleston Community Church; Harleston Masonic Group; Harleston and District Rotary Club; River Waveney Trust, Big Sky, a District Councillor and a County Councillor; and neighbouring parishes. Themes from the meetings were used to form questions for the household survey (see below) and also fed into policy writing.
- **Business survey** (Autumn/Winter 2020): hand delivered to business in the parish and online. 27 businesses responded. Used to inform policy writing.
- **Data profile for Redenhall and Harleston** (February 2021): document containing key data for the parish, to inform policy writing.
- **Character appraisal** (Autumn 2020): Steering Group split the built area of the parish into district character areas and described them in detail. The work fed into the Redenhall with Harleston Design Guidance and Code.



Data Profile

February 2021

Figure 6: Poster/flyer for Placecheck, used around the town, in the Grapevine magazine and on Facebook (left). Data Profile (right).

Stage 2: Further data collection and further consultation (Spring 2021)

- **Housing Needs Assessment** (February 2021): an independent assessment of housing needs for the parish, undertaken by AECOM. The report identifies suitable tenure, affordability and the need for Affordable Housing, type and size of housing need, and specialist housing for older people. Used to inform policy writing.
- **Household survey delivered** (March 2021): 8-page paper survey sent to households in the parish and available online through March 2021. 575 household responses were received, a 26.5 per cent response rate. Summary of results:
 - o Independent shops and the countryside valued the most.
 - o 25 per cent of respondents said their current home would not be suitable for their needs within the next 5 years. Most were looking to buy on the open market. A range of different housing is required.
 - o Tree planting, off-street parking and pedestrian footpaths were key features that respondents identified as being needed in a new housing development. A range of buildings were identified as having significant local heritage value.
 - o A range of green spaces were identified as needing protection, and list a of important community views were recognised.
 - o The need for more doctors, school places, dentists and parking were identified. Also, indoor community provision of a community centre and outdoors open space of outdoor seating areas, informal green open space, and walking/cycling routes.
 - o The majority of working respondents travel outside of Harleston for work. Parking is a key issue for business in the town. New businesses on the employment land would be welcomed.
- **Redenhall with Harleston Design Guidance and Code** (June 2021): design codes for the nine character areas covering the built up parts of Harleston and Redenhall, and for the major development sites. Undertaken by AECOM, to support the Neighbourhood Plan policies.

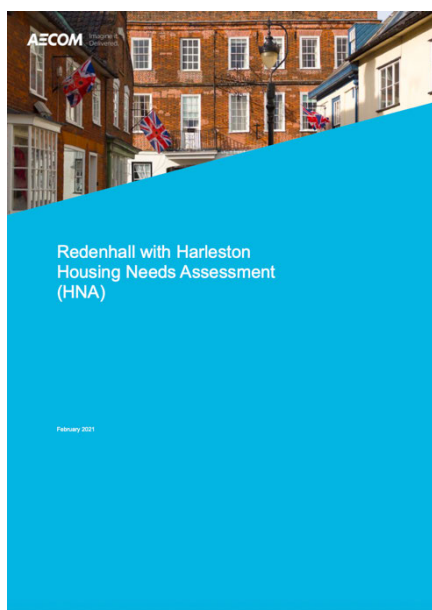
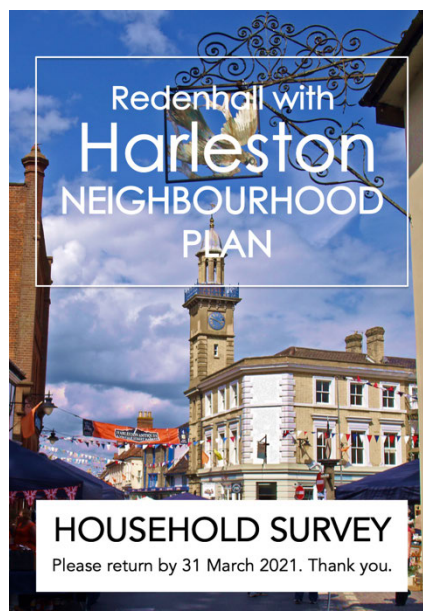


Figure 7: Redenhall with Harleston Housing Needs Assessment (left) and Redenhall with Harleston Design Guidance and Code (right).



Survey poster (left) and survey front cover (right).

Stage 3: Pre submission consultation on the draft Neighbourhood Plan (regulation 14) (Summer 2021)

- Draft Neighbourhood Plan was out for pre-submission consultation (from 24th July 2021 until 10th September 2021). Sent to statutory agencies and available for residents to comment.
- Consultation launched with an exhibition on 24th July at 10am to 4pm and 6pm to 8pm at the Swan Hotel including consultation response forms. Subsequently the documents and response form were available in at Harleston Library, Harleston Information Plan and on the Town Council website.
- 89 responses received including 18 from statutory consultees.
- All comments were collated and analysed (see Consultation Statement).



Figure 8: Front and back of poster/flyer for pre-submission consultation on the draft Neighbourhood Plan.



Figure 9: Photographs from the pre-submission consultation on the draft Neighbourhood Plan.

Stage 4: Submission, examination, referendum and adoption (Autumn 2021 to Summer 2022)

- Modifications were made to the Neighbourhood Plan, following pre-submission consultation.
- Submission of the Neighbourhood Plan to South Norfolk Council with supporting documents happened in November 2021 and the Regulation 16 consultation was carried out by South Norfolk, January to March 2022.
- Examination took place in May 2022.
- Referendum, September 2022.
- Adopted, October 2022.

Communication

- 3.5 Communicating with residents and businesses through the development of the Neighbourhood Plan was particularly important during the initial stages of forming an evidence base, as no face-to-face engagement could happen due to COVID-19.
- 3.6 The Town Council web page www.harleston-tc.gov.uk/neighbourhood-plan was set up to contain information about the developing Plan.
- 3.7 The Harleston Grapevine parish magazine, which is delivered monthly to every house in Harleston, has featured regular articles about the Neighbourhood Plan, made requests for feedback and comments at various stages, and has advertised the consultation event and the locations of the venues where a printed copy of the Neighbourhood Plan may be viewed.
- 3.8 Facebook, posters, flyers, A-boards and a sandwich board worn by a volunteer in the town were used to promote the work of the Neighbourhood Plan. An update for the Town Council on the Neighbourhood Plan progress was presented at monthly meetings. Regular monthly updates were supplied to Harleston Information Plus. The household survey was publicised on the local radio stations Park Radio and Harleston Breakfast Show.
- 3.9 A summary of the results of the household survey were made available on the Town Council website.



4. Vision and objectives

VISION

Harleston will continue to be a small, thriving and attractive market town with a community feel. It will have a range of housing types and tenures to suit all ages and incomes, supported by appropriate infrastructure and employment opportunities. Development will be sustainable, well designed, and suitably located, integrated and connected. The surrounding area will remain rural, and the natural environment and local heritage will be protected. The area will continue to be a desirable place to live, work and visit for current and future generations.

- 4.1 It is important that any Neighbourhood Plan contains a short and simple vision statement which sums up the community's aim for the future of the parish. The Neighbourhood Plan vision is an overarching statement describing what Redenhall with Harleston should be like at the end of the Plan period i.e., 2038. It has been developed with local people and has been refined and adapted through consultation. The result is a vision statement which captures the overarching spirit and ambition of the local community and the Neighbourhood Plan.
- 4.2 The vision underpins the objective and policies of the Redenhall with Harleston Neighbourhood Plan and is referred to throughout.
- 4.3 From the vision flows the different objectives of the Neighbourhood Plan and from there, the policies. The diagram below outlines this relationship.

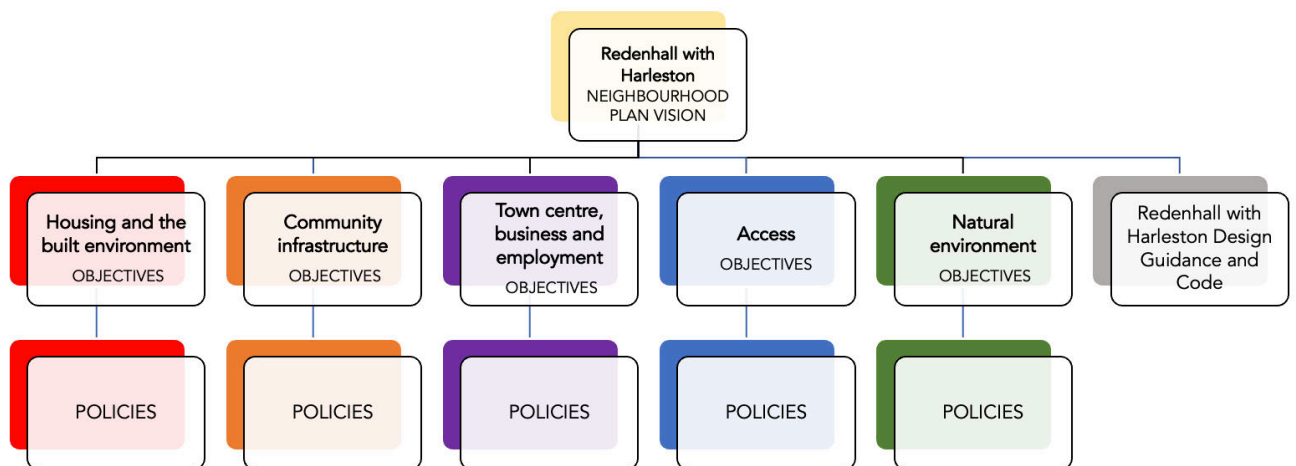


Figure 10 above: Structure of the Redenhall with Harleston Neighbourhood Plan.

- 4.4 The objectives of the Neighbourhood Plan are broad statements of intent which are there to help deliver the vision and link to the issues that Redenhall with Harleston is seeking to address. They have been drafted using themes picked up at an early stage and have been refined through the community consultation exercises.
- 4.5 The overarching aim of the Redenhall with Harleston Neighbourhood Plan is to contribute to the achievement of sustainable development as outlined in the NPPF. Sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Achieving sustainable development through planning requires the balancing of three interdependent and overarching objectives:
- a. An economic objective - ensuring that sufficient land of the right type is available in the right location to build a strong, responsive economy which is supported by the right infrastructure;
 - b. A social objective - ensuring the sufficient number, type and quality of homes and jobs are provided to meet identified needs in inclusive, healthy communities;
 - c. An environmental objective - ensuring mitigation and adaptation to climate change, protecting the natural and built environment, enhancing biodiversity, and supporting the move to a low carbon economy.
- 4.6 These broad, high-level objectives, along with the seven specific Objectives set out below, are reflected throughout the Plan. The policies in this Neighbourhood Plan guide development proposals and decisions, taking account of these objectives and local circumstances and reflect the character, needs and opportunities of the area. The approach supports the delivery of sustainable development in a positive way, so that opportunities to secure net gains across each objective can be taken.

Redenhall with Harleston Neighbourhood Plan objectives:

Objective 1: To ensure that new housing development is of an appropriate mix that meets the current and future needs of the town.

Objective 2: To achieve high quality, well-designed and environmentally sustainable new development which complements the distinctive character and heritage of Redenhall with Harleston.

Objective 3: To ensure that the provision of community infrastructure meets the needs of the whole community and keeps pace with new housing growth.

Objective 4: To reinforce the important function of Harleston Town centre as a viable, successful, accessible and attractive centre for residents and visitors.

Objective 5: To support new employment opportunities and encourage existing underused or unused employment sites to move forward.

Objective 6: To ensure new developments provide transport connections both to the town and to the wider countryside and to encourage safe and healthy access for pedestrians and cyclists within the development.

Objective 7: To protect and enhance the landscape setting of the town and the important natural assets of the surrounding rural parish and improve green infrastructure now and in the future.

5.0 Policies and projects

Introduction to policies

- 5.0.1 The vision and objectives have provided the framework to develop the policies in the Neighbourhood Plan. Each policy relates to a particular objective under the following five themes: Housing and the built environment; Community infrastructure; Town centre, business and employment; Access; and Natural Environment.
- 5.0.2 The Neighbourhood Plan is first and foremost a land-use document for planning purposes. All policies in the Plan have been derived from a series of consultation exercises, stakeholder engagement and desk research, which provide the justification and evidence base for their selection.
- 5.0.3 The Neighbourhood Plan policies follow the government's guidance. They exist to:
- Set out locally led requirements in advance for new development in the parish.
 - Inform and guide decisions on planning applications.
 - Ensure that the multitude of individual decisions add up to something coherent for the area as a whole⁸.
- 5.0.4 To aid interpretation for decision makers and planning applicants, each policy is accompanied by supporting text, which includes context for the theme, the views of residents, guidelines and reference to strategic plans. This is set out before each of the policies.

Redenhall with Harleston Neighbourhood Plan policies:

Housing and the built environment POLICIES

RWH1: Housing mix
RWH2: High quality design
RWH3: Heritage protection
RWH4: Non-designated Heritage Assets

⁸ Tony Burton, Writing Planning Policies, Locality.

**Community
infrastructure
POLICIES**

RWH5: Community infrastructure and growth
RWH6: New community infrastructure
RWH7: Protection of existing community facilities
RWH8: New play areas, open spaces and sports provision
RWH9: Local Green Spaces

**Town centre,
business and
employment
POLICIES**

RWH10: Town centre vitality and viability
RWH11: Town centre enhancement
RWH12: Small scale, day-to-day retail in new developments
RWH13: Existing employment sites
RWH14: New live-work units

**Access
POLICIES**

RWH15: Traffic generation and safety
RWH16: Pedestrian and cycle connectivity
RWH17: Protection and enhancement of existing Public Rights of Way
RWH18: Parking

**Natural
environment
POLICIES**

RWH19: Landscape character and town gateways
RWH20: Important public views
RWH21: Natural assets
RWH22: Climate change and flood risk
RWH23: Landscape buffers and pollution

Potential community projects

5.0.5 The Neighbourhood Plan is principally concerned with land use planning matters. However, two specific issues have arisen through discussion with local stakeholders, responses to emerging policy ideas and discussion within the Steering Group, which are not within the scope of the Neighbourhood Plan, but which are of legitimate interest to the community. These can be found in **Appendix B**.



5.1 Housing & the built environment

Objective 1: To ensure that new housing development is of an appropriate mix that meets the current and future needs of the town.

Scale and delivery of new housing

- 5.1.1 Government guidance advises that Neighbourhood Plans must be in general conformity with the strategic policies contained in any development plan that covers their area. In addition, they should support the delivery of strategic policies contained in local plans and should shape and direct development that is outside of these strategic policies. Neighbourhood Plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies.
- 5.1.2 The issue of new housing is often a key determinant in the decision by a local community to embark upon the production of a Neighbourhood Plan. The issue of future housing development in Redenhall with Harleston is a key issue for the town over the next 16 years, particularly its potential impacts upon the people, services and environment of the town.
- 5.1.3 The 2011 census indicate that there were 2,259 dwellings within Redenhall with Harleston. Data provided by South Norfolk Council (SNC) indicates that between April 2011 and March 2020, 249 new homes were built in the parish. The total quantity of dwellings in the parish as of March 2020 is therefore estimated to be 2,508.
- 5.1.4 Redenhall with Harleston has a deliverable housing commitment as part of the emerging Greater Norwich Local Plan (GNLP) of 727, for the period up to

2038. This figure is composed of new allocations for 555 homes, one carried forward allocation for 95 homes, 44 units completed between April 2018 and March 2020, and 33 units having planning consent as of April 2020. It should be noted that there are consents that have been granted after April 2020 including 40 dwellings at Station Hill (HAR5) granted in March 2022 and that other permissions will continue to be granted through the plan period.

- 5.1.5 The existing adopted strategic policies for Redenhall with Harleston can be found in the Greater Norwich Joint Core Strategy adopted in 2011 and amended in 2014, the South Norfolk Development Management Policies (2015) and the Site-Specific Allocations and Policies Document (2015). As referred to in earlier sections, South Norfolk Council is in the process of replacing these documents with a new Local Plan, the GNLP.
- 5.1.6 Both the adopted JCS and the emerging GNLP policies identify Redenhall with Harleston as a 'Main town' in the settlement hierarchy and as such it is expected to deliver a specified level of new growth over the plan period. Some of the existing allocations from the South Norfolk Site Specifics Allocations and Policies Document that have not yet been completed have been rolled forward into the emerging GNLP together with additional allocations. Due to the location of Redenhall with Harleston in the settlement hierarchy, the Local Plan has identified two allocations in the town (totalling 555 units). These are at Briar Farm (405 dwellings) and land south of Spirketts Lane (150 dwellings). It is also recognised that there will be additional 'windfall development' which will also come forward during the Neighbourhood Plan period. Following early feedback from the community, the Town Council has therefore taken the view that the Neighbourhood Plan will not make further allocations for new housing development but instead will focus its policies on managing the impacts of this level of development over the plan period. The Neighbourhood Plan also does not intend to alter the current adopted Settlement Boundary for the town and therefore will use the adopted version for the purposes of the policies in the Neighbourhood Plan.

Housing need and mix

- 5.1.7 As well as housing numbers, the size, type and tenure of any new housing is also a key issue for local communities in respect of new housing. The specific mix of housing will clearly have an impact on the existing community and therefore careful thought needs to be applied to determining that mix.
- 5.1.8 Delivering a wide choice of high-quality homes is essential to support a sustainable, vibrant, and mixed community. Community consultation, including

the results from the questionnaire carried out in March 2021, revealed that residents want to have a range of types of accommodation to meet their changing needs and to cater for any needs that are currently not being met. Residents expressed a clear preference (73 per cent) for the opportunity to own their own home, with the second choice – renting from a social land- lord at 27 per cent. In terms of the size of property the community preference was very much for 2-bedroom properties in the form of starter housing and bungalows. There was also support for 3–4-bedroom family housing (although affordability was quoted as an issue), supported/sheltered housing but the respondents expressed limited interest in flats/apartments. New homes should be of high quality, accord with environmental design standards and meet community aspirations for new and existing residents.

- 5.1.9 In Winter 2020, the Steering Group commissioned a Housing Needs Assessment (HNA) which was completed in February 2021, to explore the issues of housing type and tenure in more detail. The work was undertaken by consultants AECOM and the final report is a submission document that supports this Neighbourhood Plan.
- 5.1.10 The HNA reveals that Redenhall with Harleston’s current tenure mix does not reveal any major imbalances. Home values have steadily increased over the last ten years, with the result that the average entry-level home now costs around £55,000 more than in 2013 (before which the market was stagnant, with the same average price since 2010). The average growth rate for all housing in Redenhall with Harleston between 2010 and 2019 was 58 per cent. There is a premium on newly built housing locally, with a lower quartile new home costing roughly the same as a median home in the second-hand stock.
- 5.1.11 AECOM has estimated the annual income required to afford various tenures of housing in the parish. These thresholds are compared to local incomes to determine which options are the most appropriate for local people going forward. The average household income in Redenhall with Harleston is £39,600, and the lower quartile income (per person) for South Norfolk is £13,673. It was found that a household would need an income comfortably above the average (or a very large deposit) to qualify for a mortgage even for an entry-level home in the parish. Home ownership through the mainstream market is not an option for the majority of local people.
- 5.1.12 Private renting is affordable for households on average incomes and just about accessible to households with two lower quartile earners. Broadly speaking, anyone earning between £26,800 and £46,157 can afford to rent but not to buy.

Affordable Housing

- 5.1.13 The new dwellings allocated in the GNLP should deliver at least 214 units (33 per cent) of Affordable Housing in the parish, though this may be exceeded if other sites are delivered within the Neighbourhood Plan period. AECOM recommended that, assuming the GNLP is adopted as drafted, at least 65 units in the parish should be provided as affordable home ownership, with the remaining 149 defaulting to affordable rented housing. However, the GNLP does not set out a firm Affordable Housing tenure mix and there is therefore potential for the Neighbourhood Plan to add greater specificity on this issue beyond the wider NPPF requirement for 10 per cent of all housing to be for affordable home ownership. As noted above, based on average incomes, Redenhall with Harleston has a high potential demand for affordable home ownership.
- 5.1.14 The HNA did not recommend limiting the future provision of affordable rented housing for the following reasons: there is currently a backlog of need from 29 households; the wider district continues to have need; and economic circumstances could change, or the assumptions used within the HNA for turnover in the stock used may not be borne out in practice. However, there is justification to seek a higher proportion of affordable home ownership than the minimum of 30 per cent (of the affordable total) sought in the GNLP. Furthermore, as noted above, a majority of affordable home ownership products have been found to be helpful in widening housing access to those earning at and below the average locally.

Dwelling size

- 5.1.15 The parish is expecting a substantial volume of new development during the Plan period. It would be unwise for this to be delivered in an unbalanced way (e.g. with too much emphasis on large homes). Those wishing to move within or relocate to the area will have a range of circumstances and preferences, and they should be offered a range of options. It is also overly simplistic to think about home sizes in terms of the number of bedrooms offered. There is a significant contrast between a 4 bedroom 'executive' home with a luxury specification on a large rural plot and a 4-bedroom townhouse suitable for a large family on a lower income within walking distance of local schools.
- 5.1.16 While the large cohort of older households expected to be present by 2038 may wish to downsize from their existing homes, there is already a plentiful stock of 2- and 3-bedroom homes in the parish, and 1-bedroom homes are unlikely to be appealing to most older households. To best meet their needs, it

should be considered whether the existing options are well tailored to older people's requirements in terms of space, flexibility, quality, location and accessibility. If not, further 2–3-bedroom homes, if well-designed, would make a valuable contribution to the existing mix.

5.1.17 Therefore the Neighbourhood Plan should encourage for all sizes of home to be provided in Redenhall with Harleston in future years. In particular, encouragement is given for additional provision of appropriately priced larger homes to address the present undersupply and accommodate families. However, this should be done as part of a dwelling size mix that is balanced overall and which meets the needs of a growing older population as well as those currently priced out of the market.

5.1.18 It is also important that consideration is given in policy to qualitative evidence from the household survey, about the needs of local people and the community's wider priorities. The following **Policy RWH1** has therefore drawn on evidence both from the HNA and the results of the household survey.

RWH1: Housing mix

Proposals that provide for a range and mix of all housing sizes, in order to maintain a balanced and inclusive community and meet local needs (both current and future) will be supported.

The mix of new housing in the parish will be provided in accordance with current and future local needs identified in the AECOM Housing Needs Assessment produced in February 2021, and the most up to date Strategic Housing Market Assessment and community preferences expressed in the Neighbourhood Plan Household Survey.⁹ Consideration will also be given to any Local Plan site-specific policy allocation requirements, and/or site-specific opportunities and constraints.

Particular support will be given to the provision within a mixed development of:

- 1-bedroom properties for sale and rent.
- 2- and 3-bedrooms homes for sale and rent.
- Some 4-bedroom homes including some offered as Affordable Housing for Rent within walking distance of local schools.
- Homes suitable for older people, such as extra care housing, retirement housing, sheltered housing capable of adaptation to meet the needs of older people with disability or limited mobility.
- Affordable Housing.¹⁰
- Opportunities for self-build or custom build properties.

Affordable Housing

The composition of affordable housing should comprise a suitable mix of:

- Routes to home ownership.
- Affordable Housing for Rent.

⁹ AECOM Housing Needs Assessment 2021 or successor document.

¹⁰ For definition see glossary.

Objective 2: To achieve high quality, well-designed and environmentally sustainable development which complements the distinctive character and heritage of Redenhall with Harleston.

The importance of design

- 5.1.19 One of the determinants of whether any new development is successful or not will be dependent upon how well it is considered to integrate with its surroundings. Matters such as design, impact on local character. Layout and scale are the most common issues that will cause the local community concerns about any proposed new development. If a community believes that it has been involved in and been able to influence the design of a development at an early stage, the higher the likelihood that the development will be considered to be acceptable.
- 5.1.20 Whilst to an extent design and impact on local character are subjective judgments, these can be influenced by breaking design elements down into component parts and attempting to address them. Whether a proposed new development relates well to and enhances the existing character and context, is one of the most common judgments to be made, yet there is often very little evidence or guidance to assist local people in making that judgement.
- 5.1.21 A key purpose of the Neighbourhood Plan is not only to help influence the designers and proposers of development at an early stage of formulating their proposals, but also to help promote an understanding of what elements make up the character of the area and what constitutes good design that respects local character.
- 5.1.22 Government guidance places considerable emphasis on achieving well-designed places. Paragraph 126 of the NPPF¹¹ describes it as fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development proposals acceptable to communities. Effective engagement between applicants, communities and local planning authorities is essential.
- 5.1.23 Paragraph 127 of the NPPF states 'Design policies should be developed with local communities so that they reflect local aspirations and are grounded in an

¹¹ National Planning Policy Framework – see Glossary.

understanding and evaluation of each area's defining characteristics.' Neighbourhood Plans can play an important role in identifying the special qualities of an area and how they should be reflected in development.

- 5.1.24 In addition, the NPPF makes clear that local planning authorities should ensure that visual tools such as design codes and guides are used to inform development proposals to provide maximum clarity about design expectations at an early stage and reflect local character and preferences. They should provide a framework for creating high-quality places, with a consistent and high-quality standard of design to inform development proposals. It also makes clear that the level of detail and degree of prescription within design codes and guides should be tailored to the circumstances and scale of change in each place and should allow a suitable degree of variety where this would be justified.
- 5.1.25 Design coding is one tool available to local planning authorities, communities, and developers to define and deliver design quality, in addition to design guides, planning briefs, heritage characterisation studies, standards and masterplans as set out in the NPPF and planning practice guidance. A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area.
- 5.1.26 In February 2021, the Town Council commissioned consultants AECOM to undertake a Design Code and produce some Design Guidelines for the Parish. This work was completed in June 2021 and is an addendum to the Neighbourhood Plan. The work has been used to inform **Policy RWH2** below.
- 5.1.27 The Design Code built on the Character Appraisal work of the Steering Group and undertook a detailed analysis of the local character of the parish, developed some strategic design guidelines and identified a palette of materials which should influence the design of future development. In addition, the report provided specific guidance to be used by the Town Council when assessing and responding to consultation in future planning applications for new development.
- 5.1.28 The household survey asked residents for their views on design, which sparked the receipt of a wide range of views on a number of issues. Key issues that it was felt needed to be adequately addressed in the design of new housing development included parking, garden size, house design, plot size, garaging, access for emergency vehicles and play areas. It has therefore been important

to ensure that the Design Code work undertaken by AECOM reflects these key issues.

POLICY

RWH2: High quality design

Development proposals should be consistent with the principles laid out in the Redenhall with Harleston Design Guidelines and Code, which is an addendum to the Neighbourhood Plan.

The design of all new development should reflect Redenhall with Harleston's local distinctiveness and character and seek to enhance its quality.

The design of all proposals should be based on an understanding of the context of Harleston. All proposals for new development should respect the scale, materials, form, function, and character of the existing and surrounding buildings in the area.

Heritage protection

5.1.29 Redenhall with Harleston parishes possesses a high quality and varied historic environment with a wealth of historic buildings and structures concentrated within the historic core of the Town Centre which is reflected in its designation as a Conservation Area. The Conservation Area was designated in 1975 and South Norfolk Council undertook an appraisal of it in 2016, resulting in the production of some management guidelines.

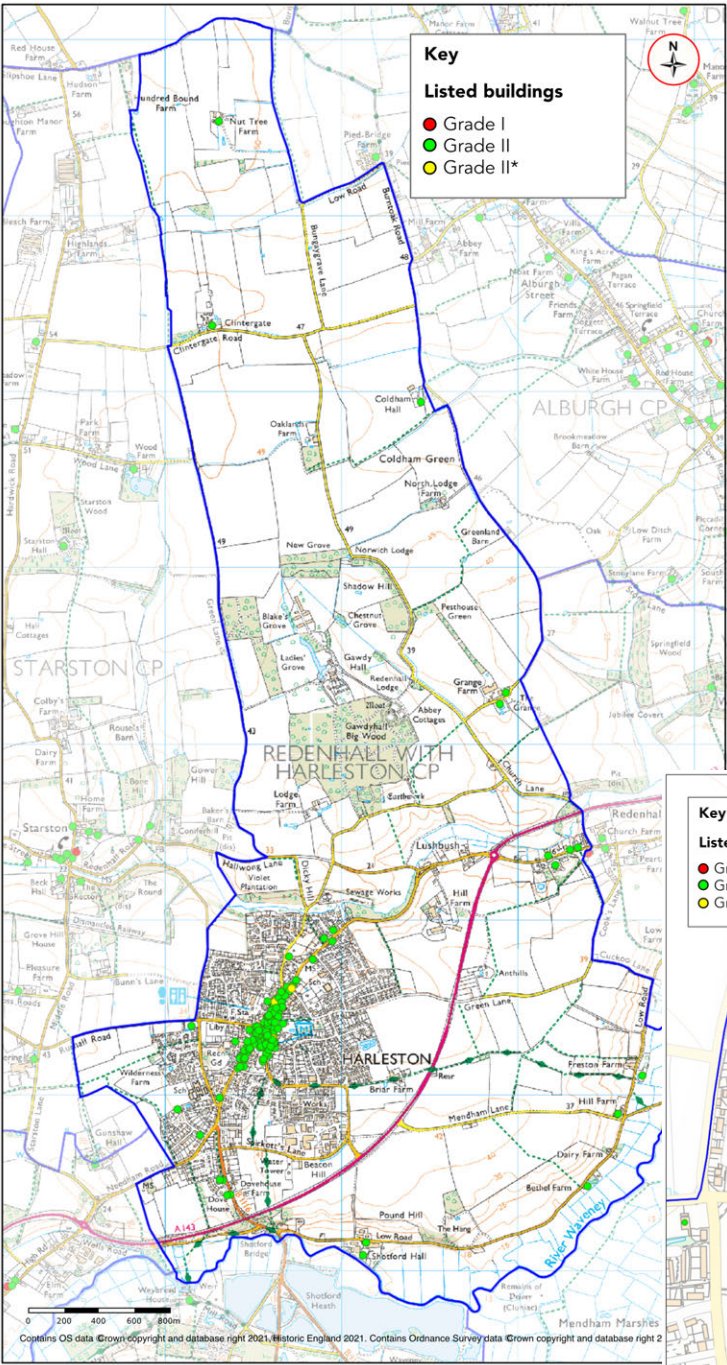


Figure 11: Listed buildings across the parish (source: Parish Online, with own annotations). Blue line denotes parish boundary.

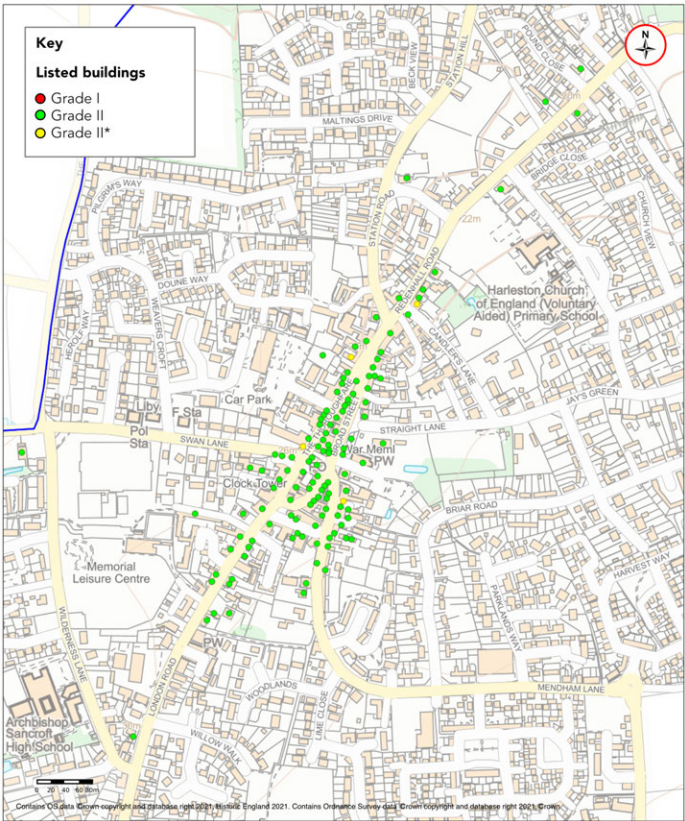


Figure 12: Listed buildings in the town centre (source: Parish Online, with own annotations). Blue line denotes parish boundary.

5.1.30 The Conservation Area Appraisal notes that within the town there is a rich tapestry of different styles and use of building materials, with many interesting decorative features. There are many hidden treasures: houses have earlier medieval fabric hidden behind rendered frontages or later Georgian brick facades. A walk through a carriage archway often reveals an historic yard with picturesque charm. Even with the arrival of the railway in the mid-19th century the town remained relatively compact around the historic core, only beginning to rapidly expand during the later 20th century. As a result, higher status houses within the centre, such as Caltofts, have retained their landscaped gardens; and side roads, such as Candles Lane, retain a very rural character.

5.1.31 A number of the recommendations in the Conservation Area Appraisal are reflected in **Policy RWH3** below.

RWH3: Heritage protection

The special character of Harleston Conservation Area as shown on the map at Figure 5 (page 12) and its setting will be preserved and enhanced. This will be achieved by:

- a. Proposals for new development and alterations to buildings within the Conservation Area will be supported only when they are in harmony with any distinctive features of the buildings which contribute to the overall character the Conservation Area, whether they are listed or not, and when they maintain any details which contribute to the area's local distinctiveness e.g., doors, windows, and the surfacing of yards. Where yards are resurfaced (other than permitted development), care should be taken in the selection of materials to ensure an approach consistent with current characteristics. The materials for new surfaces should be chosen carefully, in order, to provide sustainable drainage solutions.
- b. A proposed development which adversely affects views into or out of the Conservation Area will not be supported.

Proposals affecting the Conservation Area should be consistent with the principles laid out in the Redenhall with Harleston Design Guidance and Code and the Harleston Conservation Area Character Appraisal and Management Guidelines 2016.

Signage

Where new or reconfigured advertising signage (including highways and directional signage) is proposed, consideration must be given to its size, design, and siting to ensure that it does not detract from the character and appearance of the Conservation Area. Proposals that seek to rationalise or reduce the amount of signage within the Conservation Area will be supported.

Street Furniture

Proposals seeking to enhance the streetscape and public spaces through appropriate use of street furniture¹² which preserves and enhances the area will be supported.

¹² Including, but not limited to, high quality lighting, railings, seating, litter bins, bollards, and cycle racks.

Non-designated Heritage Assets

- 5.1.32 The Government's Planning Practice Guidance (PPG) recognises that there are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas, local authorities identify some Non-designated Heritage Assets as 'locally Listed'. The PPG goes on to explain that these can be identified through Local Plans (and now most commonly through Neighbourhood Plans) and can be a positive way for the local community to identify non-designated heritage assets against consistent criteria so as to improve the predictability of the potential for sustainable development.
- 5.1.33 The NPPF 2021 at paragraph 202 indicates that the effects of an application on the significance of a non-designated heritage assets should be taken into account in determining the applications.
- 5.1.34 The Neighbourhood Plan survey undertaken in March 2021, asked a specific question in respect of local heritage and asked the community to identify any buildings or structures which they felt were of local importance and significance in terms of their heritage value. 185 responses were received to the specific question and over 30 candidates were identified. In addition, there was clear support for the inclusion of a policy within the Neighbourhood Plan that would seek to identify Non-designated Heritage Assets and also to protect their heritage value including their setting.
- 5.1.35 All of the suggested nominations for Non-designated Heritage Assets have been assessed against criteria based on the Local Heritage Listing: Historic England Advice Note 7, page 9. The results of this exercise are shown in **Appendix C** and those buildings/structures that are considered to score well when measured against the criteria are included in **Policy RWH4** below:

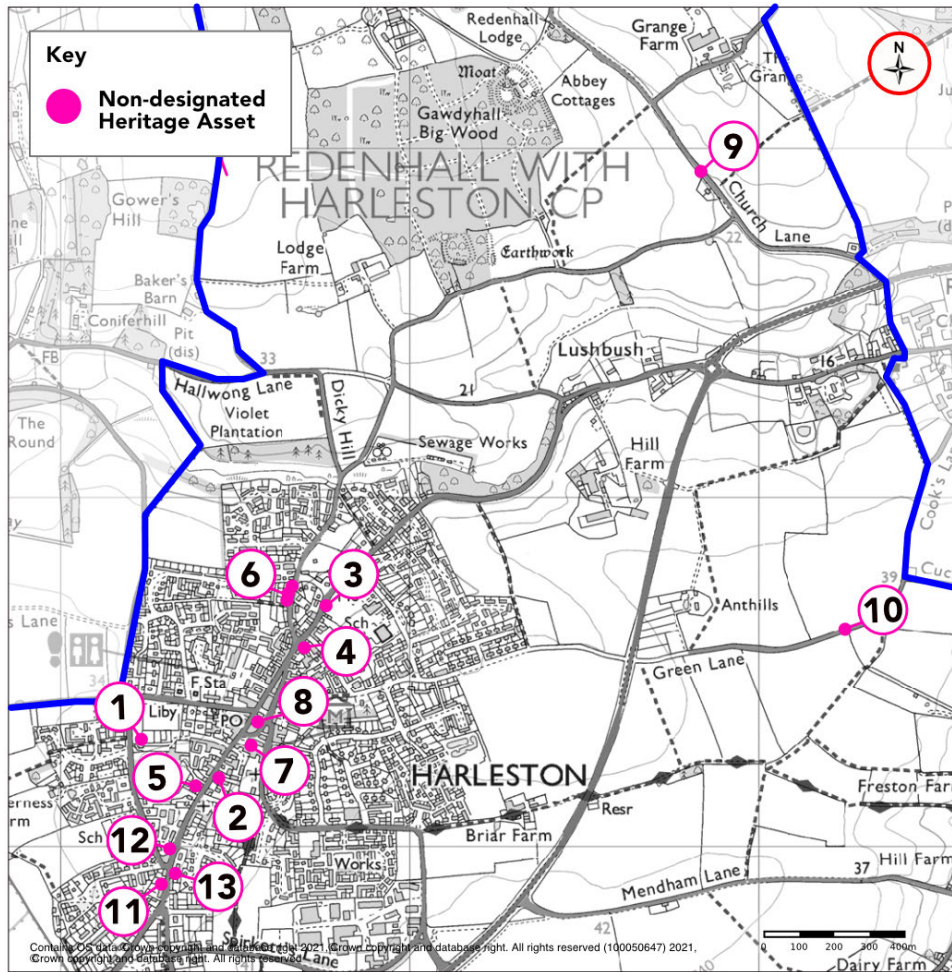


Figure 13: Non-designated Heritage Assets (source: Parish Online, with own annotations). Blue line denotes parish boundary.

RWH4: Non-designated Heritage Assets

The following buildings or structures (shown in figure 13) are identified as Non-Designated Heritage Assets due to their locally important character and historic features:

1. Spigot Mortar base on the Recreation Ground.
2. Pillbox in the garden of The Beeches, London Road.
3. Milestone built into the wall on Redenhall Road.
4. Former Police Station and Jail on Redenhall Road.
5. 30 – 38 (evens) London Road, a Victorian Terrace of five 3-storey properties.
6. 11-29 (odds) Station Road, 5 pairs semi-detached, Edwardian 3 storey properties.
7. Cast iron cart weighbridge in the carriageway of Exchange Street.
8. Harold's stone in Stone Court.
9. WWI air crash memorial in Church Lane Redenhall.
10. WWII American air crash (1945) memorial in Green Lane.
11. The Former Cherry Tree Public House (now Momiji restaurant) on London Road.
12. Stone Villa on London Road.
13. Holly House on London Road.

Development proposals should avoid harm to these heritage assets having regard to their character, important features, setting and relationship with surrounding buildings or uses.

Proposals should demonstrate that consideration has been given to retaining:

- a. The important asset or historic feature itself.
- b. Its most distinctive and important features.
- c. The positive elements of its setting and its relationship to its immediate surroundings.
- d. The contribution that the building or historic feature and its setting makes to the character of the local area.



5.2 Community infrastructure

Objective 3: To ensure that the provision of community infrastructure meets the needs of the whole community and keeps pace with new housing growth.

Vibrant and healthy communities

- 5.2.1 The overarching social objective of the planning system as set out in the NPPF is to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, with accessible services and open spaces that reflect current and future needs and support the health, social and cultural well-being of communities.
- 5.2.2 In order to achieve this, planning of new development must go hand in hand with planning for the community services and facilities that need to be in place to support development and meet the needs of residents. This includes transport, education, library provision, green infrastructure, sports facilities, local shops, footways and cycleways, allotments, fire hydrant provision, health services and a range of cultural facilities. These together are described as 'community infrastructure'. Housing and other development will be expected to contribute towards improving local services and infrastructure through either the payment of a Community Infrastructure Levy (CIL); planning obligations (via a Section 106 agreement/Section 278 agreement); or use of a planning condition.
- 5.2.3 The NPPF requires that the levels and types of infrastructure required to support growth should be set out clearly in strategic policies e.g., the Local Plan.

5.2.4 Presently Redenhall with Harleston is relatively well served by community infrastructure. There are primary and secondary schools, a doctors' surgery with dispensary, bank, Post Office, library, dentist, vets, local shops, garage, restaurants, takeaway restaurants, cafes, bars, pubs, places of worship, day care facilities, play areas, indoor sports facilities including a gym, recreation ground, tennis courts, sports pitches, and two free car parks. However, as the population of the parish increases a number of these services are either at or nearing capacity. Therefore, with at least 700 new houses expected in the parish since March 2020 up to 2038 there may be a need for new, improved, or reconfigured facilities, in order to at least maintain the quality of life for the whole community.

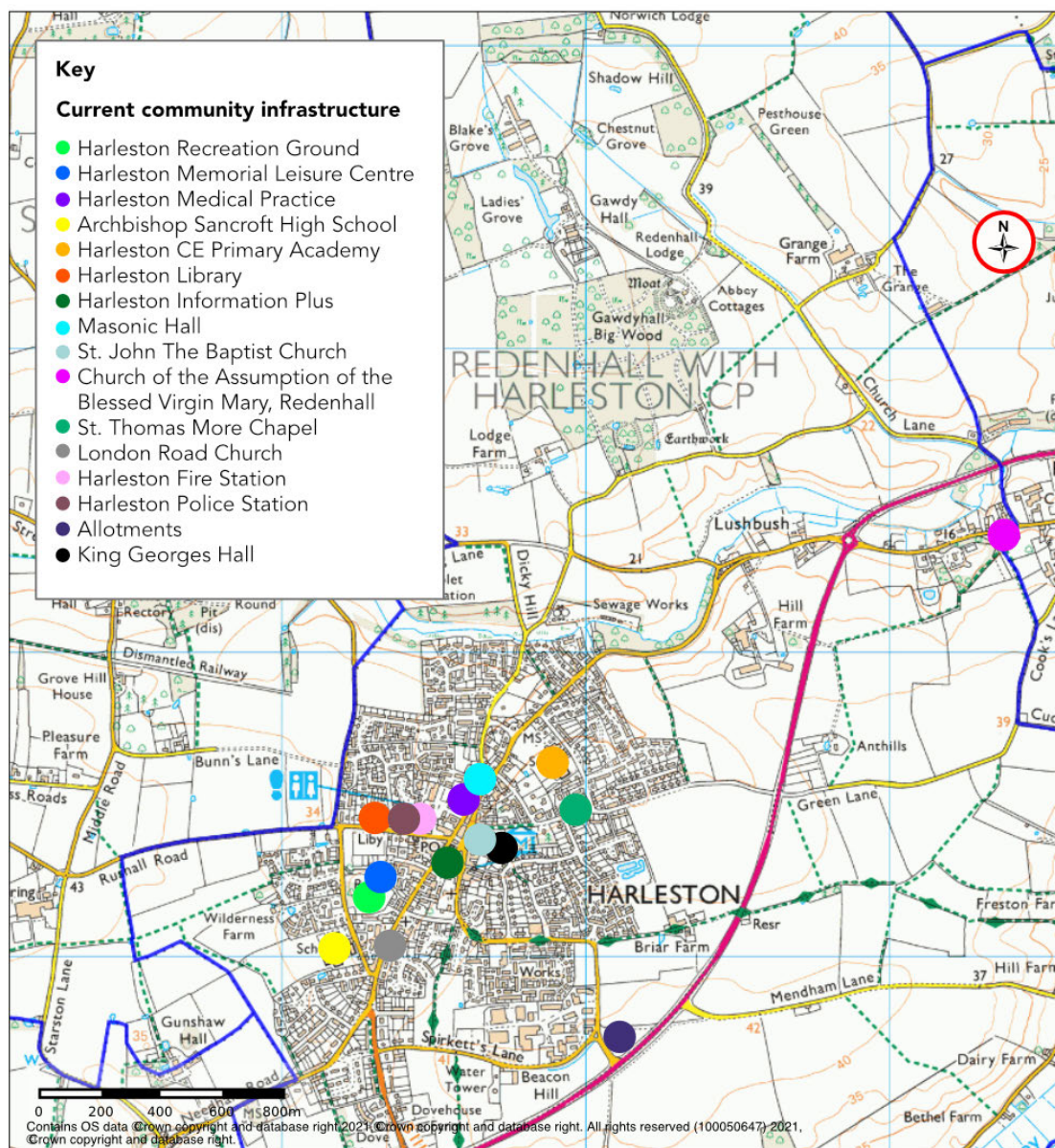


Figure 14: Current community infrastructure (source: Parish Online, with own annotations). Blue line denotes parish boundary.

- 5.2.5 Whenever the prospect of housing growth is discussed, it is inevitable that there will be concerns expressed about how the vital community infrastructure needed to support a viable community will keep pace with the expected population growth. It is essential that thought is given to community infrastructure at an early stage and that the needs of the current community, the capacity of existing services and the anticipated needs of new residents are taken into account.
- 5.2.6 This was very much reflected in the results of the household survey. Concerns about the capacity of doctors was mentioned 349 times with responses using the word surgery 124 times. In addition, concerns over dentists (195), educational provision (293) and parking (83) were raised. Many responses also raised the need for a new medical centre offering services in addition to the present GP surgery.
- 5.2.7 The precise detail of community infrastructure provision required to support the allocated growth through the GNLP will be determined through the Local Plan process. The current Local Plan policy requires some specific infrastructure from development (e.g. recreation) and developers then pay Community Infrastructure Levy (CIL) to cover other infrastructure requirements. It is rare for the developer to provide the infrastructure themselves. On larger developments the developer would usually make land available for the relevant infrastructure provider.
- 5.2.8 However, the Town Council has been mindful throughout the Neighbourhood Plan process that uncertainty around infrastructure provision is unsettling for the community and also that large scale new community infrastructure can take time to be agreed both in terms of the exact provision and how it is funded. The Town Council believes that developers should work proactively to ensure that the timing of new infrastructure coincides with the timing of growth and is planned well in advance rather than seen as an afterthought and this is an important element of **Policy RWH5** below.

POLICY

RWH5: Community infrastructure and growth

New development will be supported if it can be demonstrated that sufficient supporting infrastructure (physical¹³, medical¹⁴, educational¹⁵, green¹⁶, and digital¹⁷) will be made available to meet the needs of that development.

Where an infrastructure deficit currently exists, new development should not exacerbate that deficit. Infrastructure providers, in liaison with developers, should be able to demonstrate that there are definitive plans in place to increase the capacity and provision of relevant infrastructure ahead of any unmet need being generated by new development taking place. Where a need for new infrastructure is identified to meet the needs of new development, developers should provide for or support the delivery of it in order to maintain the quality of life for the community.

New community infrastructure

5.2.9 The Neighbourhood Plan is able to influence provision and there is community support for shared spaces and shared facilities in order to maximise access. Community Infrastructure provision that provides for usable and adaptable spaces that would suit the needs of a range of potential services providers will be supported.

5.2.10 Where, as a result of new development land or buildings are to be made available for community use this will be supported. The Town Council would be keen to consult with the local community on specific proposals to ensure that the most appropriate community use for the land or buildings is identified. Where proposals come forward for existing buildings, or land in current community use, which seek to widen the scope of community uses available these will also be supported.

5.2.11 The NPPF states that planning policies should promote social integration including opportunities for meetings between people who might not otherwise come into contact with each other and to provide the social, recreational, and cultural facilities and services that the community needs. Plans should guard

¹³ Physical – drainage, sewerage, water supply, highways.

¹⁴ Medical – GP surgeries, health and social care provision, dentists.

¹⁵ Schools, nursery, early years provision.

¹⁶ Open spaces, play areas, informal green areas.

¹⁷ Broadband, mobile phone signal.

against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. Facilities and services should be able to develop and modernise and be retained for the benefit of the community.

POLICY

RWH6: New community infrastructure

Proposals that provide for community space(s), that support health and social care services, new or improved education provision, meeting spaces, community cafés and other community infrastructure will be supported in principle.

Where development proposals result in land or buildings being offered for community use, the Town Council will consult with the community to establish the most appropriate uses for that land or buildings.

Proposals that would enable the wider future community use of existing buildings will be supported.

Existing community facilities

5.2.12 In addition, existing community facilities (meeting places, sports venues, cultural buildings, places of worship, educational services) will be protected from development that may reduce their community value. It is accepted that the needs of service users may change over time and therefore some existing services may no longer be viable later in the Plan period, in their current form. **Policy RWH7** below does not seek to protect unviable services in perpetuity but requires that the lack of viability be demonstrated and for alternative configurations of provision to be investigated before alternative proposals are approved.

POLICY

RWH7: Protection of existing community facilities

Proposals that would result in the loss of an existing community building or facility (either through redevelopment or change of use) will be supported where:

- a. It can be demonstrated that the need for the building, use or facility no longer exists, or
- b. , It can be demonstrated that the facility is no longer economically viable or
- c. It can be demonstrated that suitable alternative provision exists in an equally or more accessible location elsewhere in the town and that the capacity of the alternative provision is sufficient to accommodate community requirements currently provided by the existing building, use or facility, or
- d. Where the existing provision will be lost as a result of new development, suitable alternative provision will be delivered by the new development.

Sport and recreation

5.2.13 With the expected number of new dwellings to be built within the parish up to 2038 to be over 700 dwellings, there will be a need for new open space to be provided within new developments to meet the recreational, amenity and wellbeing needs of residents.

5.2.14 Open space should be fundamental in planning for new development. Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors, and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development. It is for local planning authorities to assess the need for open space and opportunities for new provision in their areas. Planning policies should aim to achieve healthy, inclusive, and safe places, which promote social interaction and opportunities for meetings between people who may not otherwise come into contact with each other.

5.2.15 It is acknowledged that smaller developments may generate very little green space and therefore it may not be practicable or desirable for on-site provision

to occur; in such cases a contribution towards off-site provision in line with South Norfolk Council's adopted open space standards will be made.

- 5.2.16 For larger developments the quantity of open space provided should be sufficient to meet the needs of the intended residents but also the quality of the space is important. New high-quality open spaces should be designed with the end users in mind; they should be easily accessible from all parts of the development they are intended to serve. They should be usable and well-designed spaces with community safety embedded into the design with good natural surveillance and waste facilities. Where spaces are intended for general use, they should be designed for a range of age groups. Other spaces may be required to meet a specific identified need and will be tailored to a specific age group.
- 5.2.17 Access to a high-quality network of open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities. Planning policies should be based on up to date and robust assessments of the need for sport and recreation facilities (including quantitative and qualitative deficits or surpluses) and opportunities for new provision. Information gained from these assessments should be used to determine what sport and recreational provision is needed.
- 5.2.18 The NPPF advises at paragraph 99 that existing sport and recreational buildings and land including playing fields should not be built on unless it can be demonstrated that it is surplus to requirements, it can be replaced by equivalent or better provision or the proposed development is for alternative sports and recreation provision, the benefits of which clearly outweigh the loss of the current or former use.
- 5.2.19 Community consultation highlighted support for new or improved sports provision, children's play areas, as well as a range of indoor and outdoor meeting places and spaces. It is important that any new provision meets the needs of the intended users and that appropriate changing facilities, storage for equipment and parking is available. New sports provision should be easily accessible to all users whether arriving on foot, by bicycle, public transport or the private car.

POLICY

RWH8: New play areas, open spaces, and sports provision

Proposals for new or improved sports and leisure facilities in Harleston, such as new sports pitch provision and multi-use all weather games areas, will be supported. Particular support will be given to proposals that provide facilities for:

- New children's play areas and spaces.
- Allotments.
- Community Orchards.
- New wildlife areas.
- Outside meeting spaces.

New sports and leisure facilities should be located within easy access of the community that they serve. Such facilities should be easily accessible by pedestrians and cyclists and provide for sufficient car parking.

Local Green Spaces

5.2.20 The National Planning Policy Framework 2021, at paragraphs 101-103 introduces the concept of Local Green Spaces which can be identified through neighbourhood plans by local communities and allows green areas identified as being of particular importance to be protected. Paragraph 102, sets out 3 broad criteria for identifying and designating such spaces as follows:

'The Local Green Space designation should only be used when the green space is:

- a) in relatively close proximity to the community it serves.*
- b) demonstrably special to a local community and holds a particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field) tranquillity and richness of its wildlife: and*
- c) local in character and not an extensive tract of land'.*

5.2.21 The NPPF at paragraph 103 then goes on to state that 'policies for managing development within a Local Green Space should be consistent with those for green belts' and therefore affords them a very high level of protection. It is also clear that the designation of Local Green Spaces should not be used as a mechanism to try to block or resist development on agricultural land immediately adjacent to village development boundaries and that a successful designation must meet the criteria outlined above.

- 5.2.22 Such spaces can be viewed locally as equally as important as the landscape setting of an area. Such spaces are green spaces found within the built-up area that contribute to the character of a settlement. These can vary in size, shape, location, ownership and use but such spaces will have some form of value to the community particularly for benefits to mental and physical health and wellbeing and help define what makes that specific settlement what it is.
- 5.2.23 The Neighbourhood Plan household survey included a question on Local Green Spaces and asked the community to identify spaces that would meet the criteria and should be protected because of their value to the local community. Over 21 different spaces were identified through the survey results.
- 5.2.24 The candidate spaces and some additional spaces identified by the Steering Group were assessed against the NPPF criteria. The result is the 23 spaces shown in figure 15 and listed within **Policy RWH9**. Assessments for each one against the criteria set out in the NPPF have been carried out and these are shown in **Appendix D**.

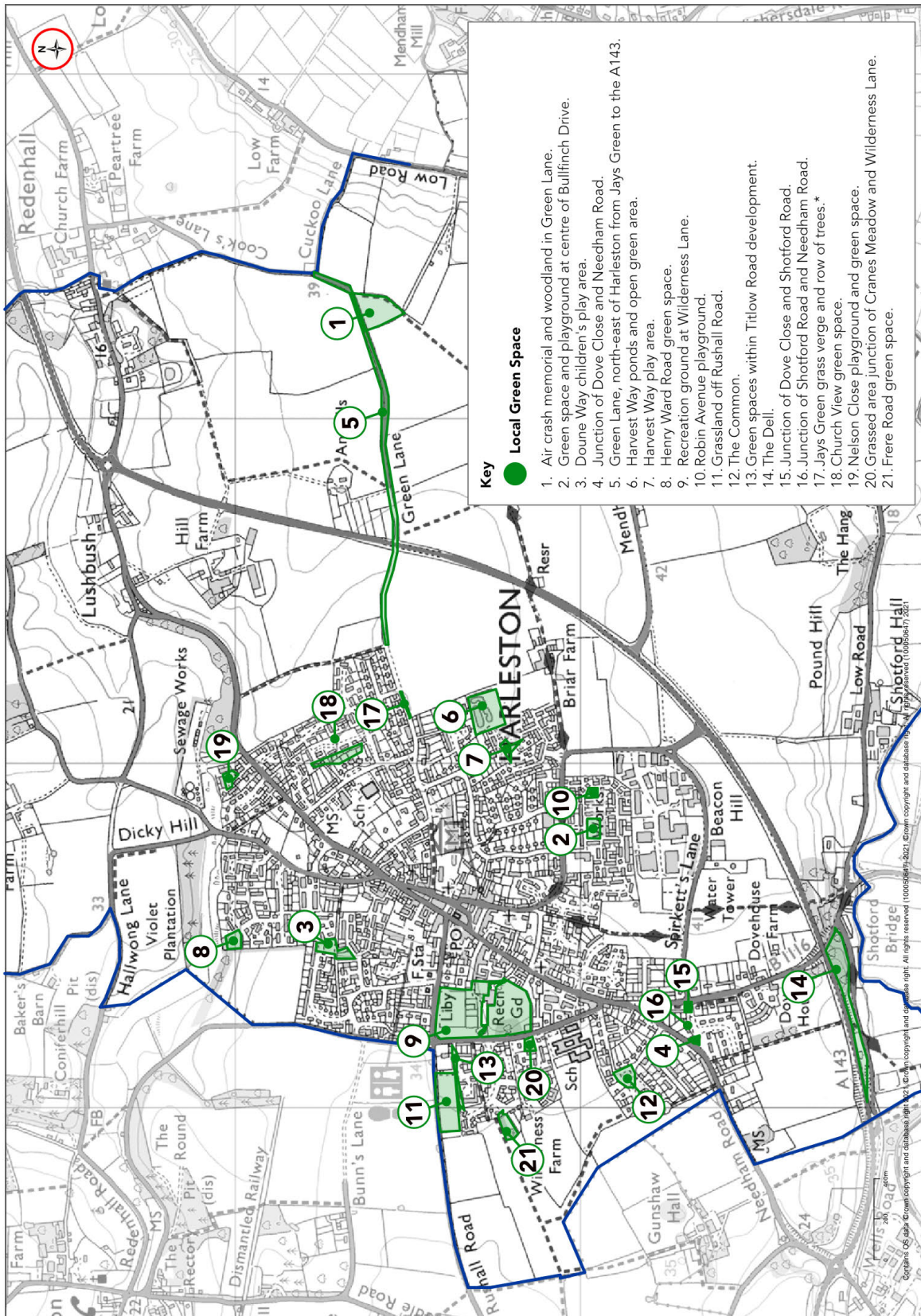


Figure 15: Local Green Spaces (source: Parish Online, with own annotations). Blue line denotes parish boundary. See Appendix D for detailed site maps.

RWH9: Local Green Spaces

The following areas are designated as Local Green Spaces for special protection (as shown on figure 15):

1. Air crash memorial and woodland in Green Lane.
2. Green space and playground at centre of Bullfinch Drive.
3. Doune Way children's play area.
4. Junction of Dove Close and Needham Road.
5. Green Lane, north-east of Harleston from Jays Green to the A143.*
6. Harvest Way ponds and open green area.
7. Harvest Way play area.
8. Henry Ward Road green space.
9. Recreation ground at Wilderness Lane.
10. Robin Avenue playground.
11. Grassland off Rushall Road.
12. The Common.
13. Green spaces within Titlow Road development.
14. The Dell.
15. Junction of Dove Close and Shotford Road.
16. Junction of Shotford Road and Needham Road.
17. Jays Green grass verge and row of trees.*
18. Church View green space.
19. Nelson Close playground and green space.
20. Grassed area junction of Cranes Meadow and Wilderness Lane.
21. Frere Road green space.

* Identification of these spaces as Local Green Spaces would not preclude pedestrian or cycle access across these routes. It is recognised, that pedestrian and cycle links need to be provided to allow access to the Briar Farm site which will cross the verge at Jays Green.

Policies for managing development within a Local Green Space should be consistent with those for Green Belts.



5.3 Town centre, business and employment

Objective 4: To reinforce the important function of Harleston Town centre as a viable, successful, and attractive centre for residents and visitors.

Harleston town centre

- 5.3.1 The town centre of Harleston originally developed around the triangular area forming the extent of the historic market area, bounded by the Thoroughfare, Broad Street and Exchange Street. The width and alignment of the streets vary, with small alleyways and yards often tightly enclosed with converted commercial buildings.
- 5.3.2 There are different configurations for roads close to the core triangle. The two sides of the 'triangle' are different. London Road leading to The Thoroughfare is relatively straight, but the subtle curve as it approaches the Market Place creates interesting views. It is quite narrow, although the exact building line varies. To the east movement is through a succession of spaces with focal points at the narrowest ends, and broad building frontages at the widest ends. Broad Street widens out at its southern end and branches into Church Street to the west, and then Old Market Place to the east broadens out with buildings and the narrow Mendham Lane leading off in the Southeast corner. As mentioned in earlier sections most of the town centre is included within the Conservation Area designation with a high-quality streetscape and public realm.

- 5.3.3 The NPPF encourages planning policies and decisions to support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation. Policies should allow town centres to diversify and grow in a way that can respond to rapid changes in retail and leisure industries and allow a suitable mix of uses including housing that reflects its distinctive character.
- 5.3.4 The Neighbourhood Plan household survey asked residents what they most valued about Harleston town. The results revealed that the town centre, particularly the number of independent and local shops, post office and the bank, were highly valued by local people together with the free parking and easy access. There were some concerns raised about traffic in the town centre, which is not unusual in historic market towns. The results of the business survey carried out in February 2021, revealed that Harleston Town Centre is largely a pleasant and popular place to do business.
- 5.3.5 During the COVID-19 pandemic, town centres and retail/leisure businesses have had difficult trading conditions to contend with. The demise of businesses in a town centre will be harmful to the appearance and economic fabric of the town. It is recognised that it is not possible to require a business to stay open or indeed to require that other businesses are represented in the town. To preserve the town centre and to retain the footfall required for independent shops there is a need to retain a diverse mix of shops to make people want to return to the town in the future. Independent shops rely on offering a specialist or niche product to attract customers. Encouraging new independent shops is a challenge but would retain the attractive character of the town. However, to ensure that the vitality and viability of the town centre is maintained and enhanced, town centre planning policies need to be flexible to enable businesses to thrive.
- 5.3.6 The NPPF defines the main town centre uses as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs etc.); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

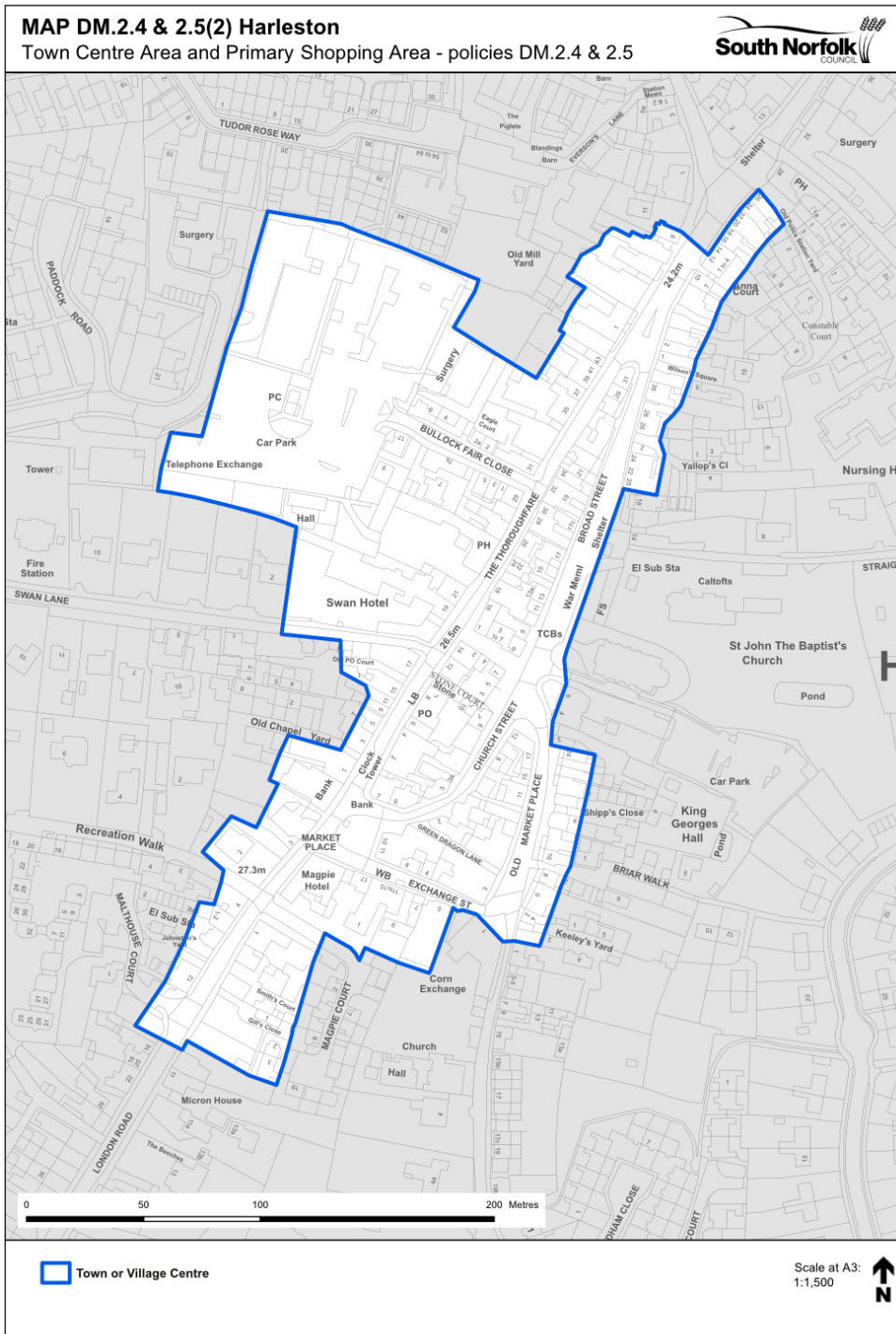


Figure 16: Map showing Town Centre Area (policies DM.2.4 & 2.5, South Norfolk Council). Source: South Norfolk Council, Development policies document maps 2015,¹⁸ with Primary Shopping Area removed.

¹⁸ <https://www.southnorfolkandbroadland.gov.uk/downloads/file/246/development-management-policies-document-maps>. Accessed 25.06.21.

POLICY

RWH10: Town centre vitality and viability

In order to reinforce and underpin the important function of Harleston Town centre as a viable and attractive commercial centre, proposals for new retail, leisure, and town centre uses will be supported within the identified Town Centre Area as defined in the South Norfolk Development Management Policies Document 2015 (figure 16).

The retention of existing retail uses within the town centre will be supported. Proposals that would involve the change of use of an existing town centre building, to a non-town centre use (B2/B8) within the Town Centre Area will not be supported.¹⁹

Outside of the Town Centre Area, development proposals that involve the change of use from Employment Use Classes E(g), B2 and B8 into a retail or leisure use will not be supported.²⁰

Proposals for residential development at first floor level above existing retail uses e.g. 'Living over the Shop' will be supported.

Town centre enhancement

5.3.7 Another key element of the importance of a town centre, which goes beyond the retail offer, is ensuring that the town centre remains an attractive place for people to spend their time. Measures that make the physical environment more attractive and offer a range of spaces to enable people to sit, relax, interact will add to the attractiveness and vitality of the town. Town centre enhancements measures that would improve the overall safety for all users of the town centre and make it a more attractive area for pedestrians and cyclists, or users of public transport are all elements that can contribute to improving town centre attractiveness.

5.3.8 It is recognised that any future proposals for town centre enhancement should be the subject of full consultation with local residents by the appropriate authority.

¹⁹ Use Classes are defined as follows: B2 - General Industrial; B8 - Storage and Distribution

²⁰ Use Classes are defined as follows: E(g) Uses which can be carried out in a residential area without detriment to its amenity: E(g) (i) - Offices (administrative and operational); E(g) (ii) Research and development of products or processes; E(g) (iii) Industrial processes.

POLICY

RWH11: Town centre enhancement

Development proposals that would result in the enhancement of the town centre including creating an attractive public realm, improving Harleston's aesthetic qualities and including the creation of spaces for local people to meet and socialise and for use by visitors to the town, will be supported.

Measures to improve the safety of pedestrians and cyclists will be supported.

Development proposals should be consistent with the principles laid out in the Redenhall with Harleston Design Guidance and Code.

Small scale retail

5.3.9 With the level of new housing growth proposed for the town in the emerging Local Plan up to 2038, it is likely that some new residential developments will be of a sufficient size that they may require some small-scale retail provision within the development, particularly those sites that are allocated in the emerging Local Plan. Alongside their principal shopping role, neighbourhood shopping 'parades' perform important social functions. Local shops can undertake several roles and it has been identified by the Association of Convenience Stores²¹ that these include social hubs, personalised service providers and community cohesion as essential characteristics of neighbourhood provision. They would also minimise the need for residents to travel into the town centre for small purchases.

5.3.10 Where small-scale retail provision to meet day to day needs is proposed as a consequence of new development it will be supported in principle. Such retail would need to be well located within the site, easily accessible by pedestrians and with suitable provision for all users and visitors including car and cycle parking.

²¹ T Hastings (2011) 'Re-asserting a sense of place: the community role of small shops' on behalf of the Association of Convenience Stores.

POLICY

RWH12: Small scale, day-to-day retail in new developments

Where major new housing development is proposed, the inclusion of provision for small scale new retail including convenience shops, that would meet the day-to-day needs of residents in those new development areas will be supported. Such provision should be of a scale proportionate with the size of the development proposed and should be located to be easily accessible from all areas of the development by pedestrians and cyclists. New retail provision in such development areas could form part of a 'neighbourhood hub' containing other local facilities, such as health care and community buildings

Objective 5: To support new employment opportunities and encourage existing underused or unused employment sites to move forward.

Employment sites

5.3.11 The NPPF states that planning policies and decisions should help create the conditions in which businesses can expand and invest and adapt. Weight should be given to the need to support economic growth and productivity taking into account local business needs. In rural areas planning policies should enable the sustainable growth of all types of business both through the conversion of existing buildings and well-designed new buildings. The use of previously developed land and sites that are well related physically to existing settlement should be encouraged.

5.3.12 The adopted Site Specific Allocations Policy Document identified specific sites for employment or mixed-use development. These are:

- HAR5 – mixed-use including employment uses, retail including a food store at Station Hill. (Planning permission for 40 residential units granted on 31 March 2022)
- HAR6 – employment uses B1 and B2 – offices, industrial use north of Spirketts Lane.
- HAR7 – employment uses B1, B2 and B8 – offices, industrial use and storage and distribution south of Spirketts Lane.

5.3.13 The emerging Greater Norwich Local Plan, has allocated employment on a further site:

- GNLP2136 – mixed use development including 0.8ha of retail or employment land.

5.3.14 The emerging GNLP seeks to roll these allocations forward and does not make further employment provision for the plan period up to 2038. The Neighbourhood Plan also does not propose to make any additional allocations for employment or business uses but where proposals for such uses as identified above come forward, they would be directed to those existing allocations insofar as room is available.

POLICY

RWH13: Existing employment sites

Proposals for new employment development within Use Classes B2, B8 and E(g) will be expected to conform with the employment allocations identified in the Adopted Local Plan.

The expansion of existing businesses including small scale extensions will be supported provided they do not have a significant adverse impact upon the character of the area, adjoining uses, or the amenity of local residents, either through their built form, proposed use or traffic generated.

Live-work units

5.3.15 Whilst the immediate effects of the COVID-19 pandemic will be felt during the early part of the Neighbourhood Plan period, it is clear that the needs and desires of both employers and employees are changing. With the large scale 'working from home' brought about by the pandemic, employers are reassessing their accommodation needs and it may be that the demand for smaller business units and office space becomes more prominent. In addition, the boom in online shopping through the pandemic has increased the prominence of storage and distribution for online retailers including warehousing developments.

5.3.16 In addition, employees who may be working part or fulltime from home for some time to come have been assessing whether their current residential accommodation is satisfactory for home working and there is potential demand for more bespoke live-work units to satisfy creative or small-scale manufacturing businesses. Live-work space is defined as 'flexible units that accommodate both functions'²².

²² Robert Cowan (2005), 'The Dictionary of Urbanism'.

POLICY**RWH14: New live-work units**

Proposals for appropriately located live-work units will be supported provided they are of a size and scale appropriate to the character of the area; they have good accessibility to the town centre particularly pedestrian and cycle links, and they would not adversely affect the amenity of adjoining users. Proposals should include the provision of sufficient car parking, consistent with the adopted Norfolk County Council parking standards, to accommodate the use proposed, so as not to create new or additional parking problems, especially in the town centre.



5.4 Access

Objective 6: To ensure new developments provide transport connections both to the town and to the wider countryside and to encourage safe and healthy access for pedestrians and cyclists within new development.

- 5.4.1 Harleston's strategic links are provided by the A143. This primary road used to run through the centre of the town until the by-pass in 1981. There is no longer rail service. Harleston initially developed around a triangular area, which is likely to have defined the extent of the historic market area. The emphasis of the town, even following various highway improvements, is still north-south. Off the main north-south axis of principal thoroughfares there are a number of small alleyways and yards often tightly enclosed with converted commercial buildings, although in some cases these now also provide useful pedestrian access to newer development. There are different configurations for roads close to the core triangle. London Road is relatively linear and quiet narrow, but it meanders as it approaches the Market Place providing evolving views. Broad Street widens out at its southern end and branches into Church Street to the west. Old Market Place to the east broadens out with buildings and leads into the narrow Mendham Lane to the south-east.
- 5.4.2 Public transport, particularly bus transport is viewed by local residents as poor with a relatively poor choice of routes and times. There are three local bus services which serve Redenhall with Harleston Parish. Service 581 travels to Beccles from Diss via Harleston. Service 84 runs to Norwich via Hempnall and Service 38A travels from Harleston to Norwich via Long Stratton. Accessibility within the town itself for pedestrians and cyclists is generally viewed more positively with a number of pleasant and direct routes around the town and between housing areas and the town centre.

- 5.4.3 As with many market towns, Harleston does have its share of traffic issues. Congestion in the town centre can occur at peak times and when HGVs are delivering to town centre businesses. The historic core of the town can become difficult to navigate which is not unusual for an historic town whose original street pattern was designed to accommodate considerably less and substantially different traffic levels and transport modes. Some pavements cannot accommodate the requirements of mobility guidelines.
- 5.4.4 Whilst concerns over traffic congestion, speeding and unregulated parking are often issue of concern to local communities, the planning process and Neighbourhood Plans more specifically are limited in the ability to address many transport issues as their policies are only enacted where development occurs. Neighbourhood Plan policies therefore cannot address issues such as speeding, congestion or nuisance parking where these are already existing problems but may be able to influence such issues in the future and ensure that new development does not exacerbate existing problems or cause new ones.
- 5.4.5 Government guidance in respect of plan making and transport issues tends to focus on promoting sustainable transport. Plans are urged to consider at an early stage the impacts of development on transport networks, realise opportunities for improvement, promote walking and cycling and public transport use and ensure that any adverse impacts of traffic are mitigated. It is also acknowledged that the pattern of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 5.4.6 The government advises that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes, which can help to reduce congestions and emissions and improve air quality and public health.

POLICY

RWH15: Traffic generation and safety

Proposals should maximise opportunities for sustainable transport, including walking and cycling, to the town centre, prioritising these modes as far as possible.

Within proposals for major development, consideration should be given both to the levels of traffic generated by the proposal and the wider impacts of this traffic. Measures should be included to address and mitigate potential impacts upon highway and pedestrian safety as well as those on traffic flows elsewhere in the town.

Development impacts that cannot be mitigated and which would result in an unacceptable increase in traffic generation, or which would be detrimental to highway safety will not be supported.

Walking and cycling

- 5.4.7 Government guidance encourages development proposals to provide for high quality walking and cycling networks and supporting facilities such as cycle parking. Such networks should be comprehensive and provide not only for recreational routes but also for meaningful routes that can realistically be used for commuting to work or school. In addition, new routes should connect to the existing network and be suitable for use by people with disabilities and reduced mobility. New cycling and pedestrian routes should be safe, secure, and attractive, minimise the scope for pedestrians and cyclists and respond to the character of the area and any relevant design standards.

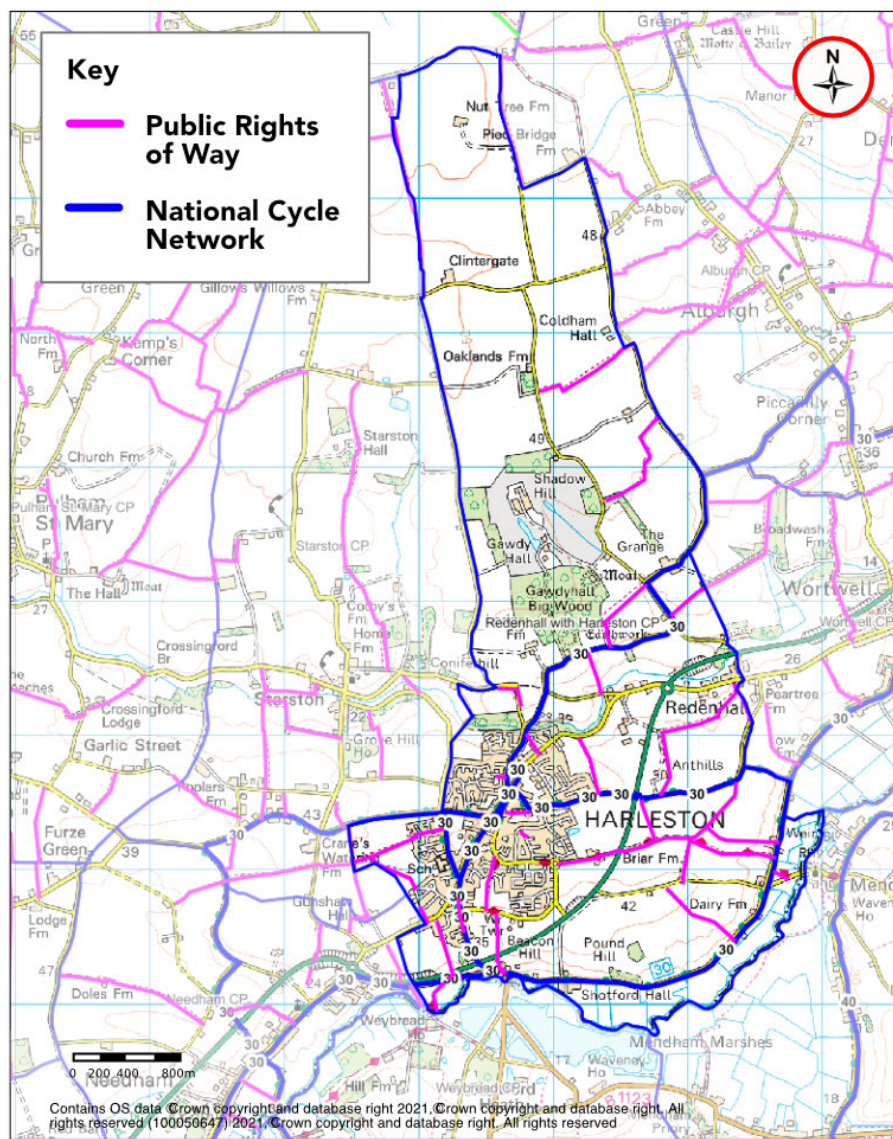


Figure 17: Public Rights of Way and the National Cycle Network (source: Parish Online, with own annotations). Blue line denotes parish boundary.

POLICY

RWH16: Pedestrian and cycle connectivity

All new developments should contribute to the health and wellbeing of residents by increasing levels of walking and cycling through the provision of safe and attractive pedestrian and cycle routes and crossings within the site, that are suitable for all users, including those with wheelchairs/mobility scooters and buggies.

Large scale new developments should contain more than one point of access for pedestrians and cyclists and improve community cohesion and integration by providing good connections to the town centre, the rest of the town and to new and existing services.

New routes should form a cohesive network for users and allow for access both within the town but also to the wider countryside, where opportunities should be taken to maintain and connect to existing green corridors in order to provide interconnecting pathways for circular walks where possible.

Development proposals should be consistent with the principles laid out in the Redenhall with Harleston Design Guidance and Code.

Public Rights of Way

- 5.4.8 The Neighbourhood Plan household survey revealed that Redenhall with Harleston residents attached considerable value to public footpaths and cycle routes. The most popular were the routes that provided access into the countryside and routes within the Waveney valley were highly valued.
- 5.4.9 The NPPF advises that planning policies and decisions should protect and enhance Public Rights of Way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails. Opportunities to improve facilities for walkers and cyclists in the parish would be supported. Proposals that are likely to require the re-routing of Public Rights of Way should be discussed with Norfolk County Council at an early stage
- 5.4.10 The NPPF also advises that new development layouts should be designed to allow for easy pedestrian and cycle connections within and between neighbourhoods, and also into the wider countryside.

- 5.4.11 The parish is relatively well served by footpath including The Angles Way, a promoted long-distance trail between Thetford and Great Yarmouth, which lies across the southeast of the parish.

POLICY

RWH17: Protection and enhancement of existing Public Rights of Way

Where development proposals are likely to affect an existing Public Right of Way, these should take account of its route and incorporate it into the overall layout of the scheme. Where this is not considered possible, this will need to be justified. Where Public Rights of Way may be unavoidably impacted or lost, appropriate diversions or new routes should be provided that are safe, equally accessible, and convenient for users.

Existing Public Rights of Way which are incorporated into new developments, including bridleways and footpaths, should be protected and enhanced. Enhancement can take the form of new routes, connections, improved surfaces and/or signage increasing access to the countryside and connectivity between communities.

The existing network of Public Rights of Way and those parts of the National Cycle Network within the Plan area are shown on Figure 17.

Parking

- 5.4.12 Government guidance recognises that there continues to be a demand for parking in both residential and non-residential developments. The NPPF makes it clear that parking standards for residential and non-residential development should only be set where there are clear and compelling reasons for doing so that are necessary to manage the local road network. Parking provision for developments in South Norfolk will be made in order to satisfy the relevant adopted standards of South Norfolk Council as local planning authority.
- 5.4.13 Adequate and well-maintained parking provision is an important element of new development, whether it is for a single dwelling or for a major housing scheme or business premises. The Neighbourhood Plan encourages sustainable transport options; however, it is also a reality that private cars will be used to access services and employment either within or beyond the town.
- 5.4.14 Allocated parking on new residential estate should discourage indiscriminate and on-kerb parking. As demand for electric vehicles is expected to increase

over the plan period, opportunities should be taken to encourage the installation of electric charging points both in residential and non-residential developments.

- 5.4.15 In larger housing developments, unless parking provision is well designed it can either dominate or detract from the overall visual appearance of that development. Where parking is to be provided it should be an integral part of the design and layout and it should also be designed to meet the needs of residents it is intended to serve.

POLICY

RWH18: Parking

Parking provision (including cycle parking and motorcycles) for all new development must be in accordance with the adopted parking standards of Norfolk County Council, take account of the guidance contained in the Manual for Streets, and conform to the principles set out in the Redenhall with Harleston Design Guidance and Code.

Residential parking

Parking in new housing developments should be located to be discreet, accessible, and appropriate to the character of the proposed development.

Taking into account the proposal and its location, individual parking provision should include adequate off-street parking for the size of the dwelling and take account of the number of bedrooms proposed for that dwelling.

Communal parking areas should be well located so as not be too disconnected from the dwelling, promote natural surveillance, security, and include for provision for electric car charging.

Non-residential parking

Non-residential development including commercial, retail and leisure development should provide adequate parking for the intended users of that development, including staff and customers, to avoid creating parking problems such as parking on pavements and green verges.



5.5 Natural environment

Objective 7: To protect and enhance the landscape setting of the town and the important natural assets of the surrounding rural parish, now and in the future.

Landscape

5.5.1 Redenhall with Harleston sits within two landscape character types. These are Character Area A5 Waveney Rural River Valleys Landscape Character type and Character Area B4 Waveney Tributary Farmland as set out in the South Norfolk Landscape Character Assessment, reviewed in 2012. The first area is so named due to its proximity and relationship with the broad, flat valley of the River Waveney, whilst the northern part of the parish is identified as the Waveney Tributary Farmland.

5.5.2 The key characteristics of the Rural River Valleys landscape character type are:

- Wide, flat, valley floodplains.
- Long views within the valley, but restricted views looking out.
- Willow pollards and lines of poplars, reeds and marshes.
- River crossings such as fords and old bridges.
- Grazing in the flood plain (usually cattle).
- Round towered churches and mills.
- Scattered farmsteads and few 'market towns'.
- Materials such as red brick and features such as Dutch gables.
- Wetland and heathland habitats with wet pasture.²³

²³ South Norfolk Landscape Character Assessment, <https://www.southnorfolkandbroadland.gov.uk/downloads/download/308/south-norfolk-landscape-character-assessments>. Accessed 25.06.21.

5.5.3 The key characteristics of the Waveney Tributary Farmland Landscape

Character Type are:

- A large-scale open landscape on the higher ground with some distant views. Pockets of enclosure and intimacy associated with the tributaries.
- Narrow streams, drainage channels (within grass verges) ponds and moats are characteristic. Ditches occur along roadsides and in places divide fields.
- Predominantly arable farmland with a varied field pattern. Fields are small to the south of the character area, larger on the higher plateau areas.
- Mature hedgerow trees are very distinctive especially large mature oaks.
- Hawthorn/ blackthorn hedges divide fields.
- Scattered blocks of woodland with some larger blocks having SSSI designations.
- Pockets of parkland and remnant parkland occur.
- Diversity of ecological assemblages including grassland, wet habitats, woodland, some of which are SSSI.
- A peaceful and rural landscape.

5.5.4 The Rural River Valleys Landscape Character Type covers 9.8 per cent of South Norfolk's land area at 8,937 hectares. The River Valleys throughout Norfolk have been identified as important landscape areas due to their landscape character and quality since the 1998 Norfolk Structure Plan and policies reflecting this have been included in the various iterations of South Norfolk Local Plans since that time. Policies have required that new development should respect, conserve and, where possible, enhance the landscape character of its immediate and wider environment. Additionally, development has not been permitted where it would significantly harm the identified landscape character of an area.

5.5.5 The integrated 'landscape character area' based policy approach is in line with current practice throughout Norfolk and elsewhere in England. These areas have been identified successfully by examined policies which have designated them as 'important landscape areas' on the basis of the high number and significance of the 'landscape assets' they contain and their overall contribution to providing variety within the South Norfolk context'. These can be summarised as follows:

- Very distinctive character and strong sense of place.
- Large number of important/rare features, including landmark features such as windmills, round towered churches and mills, as well as diverse habitats of wetland, woodland and heathland.
- Grazed, pastoral valleys floors contrast strongly with the arable

dominated farmland of the majority of the district.

- Largely intact rural character, which in places is highly tranquil and undisturbed.
- Intimate and enclosed landscape with an overall small-scale character.

5.5.6 This Neighbourhood Plan recognises the intrinsic value and special qualities of this area of landscape and proposes to ensure that distinctive features of the Rural River Valleys and Waveney Tributary Farmland Landscape Character types are protected.

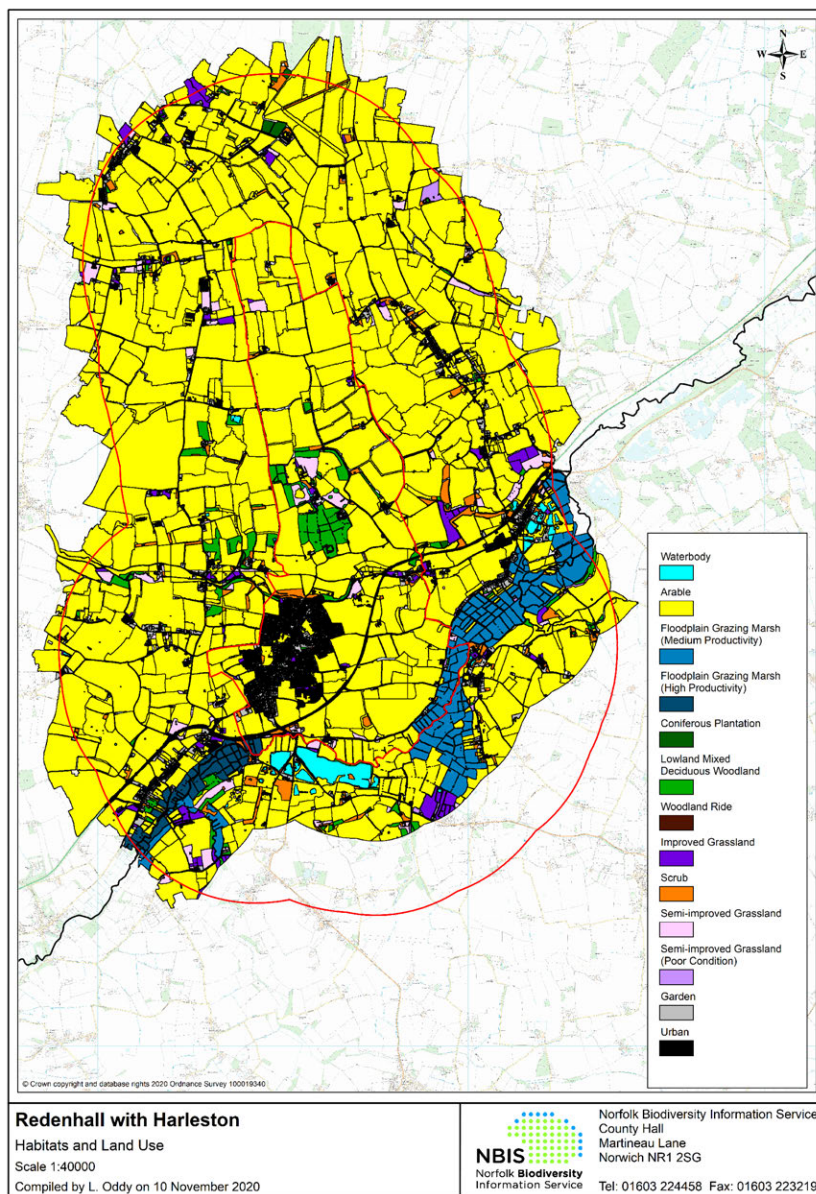


Figure 18: Habitats and land use (source: Norfolk Biodiversity Information Service).

5.5.7 The transition between rural landscape character and the urban form of the edge of the town is important not only for its landscape value appearance but because of the visual gateway it provides to the appearance of the edge

of the town. Six important entrances have been identified through consultation, that provide important 'green gateways' to the town due to the soft edge they provide between urban area and the surrounding rural landscape character. The undeveloped approach to the town from the neighbouring parish of Starston, is identified within the Starston Neighbourhood Plan as a 'strategic gap'. The maintenance of soft entrances to Town gateways 1 and 2 identified in Figure 19 and listed in RWH19, and of the important public view identified as 13 in Figure 20 and in RWH20, are consistent with the maintenance of this 'strategic gap'. The Starston Neighbourhood Plan can be found at: www.starstonvillage.co.uk/starston/neighbourhood-plan

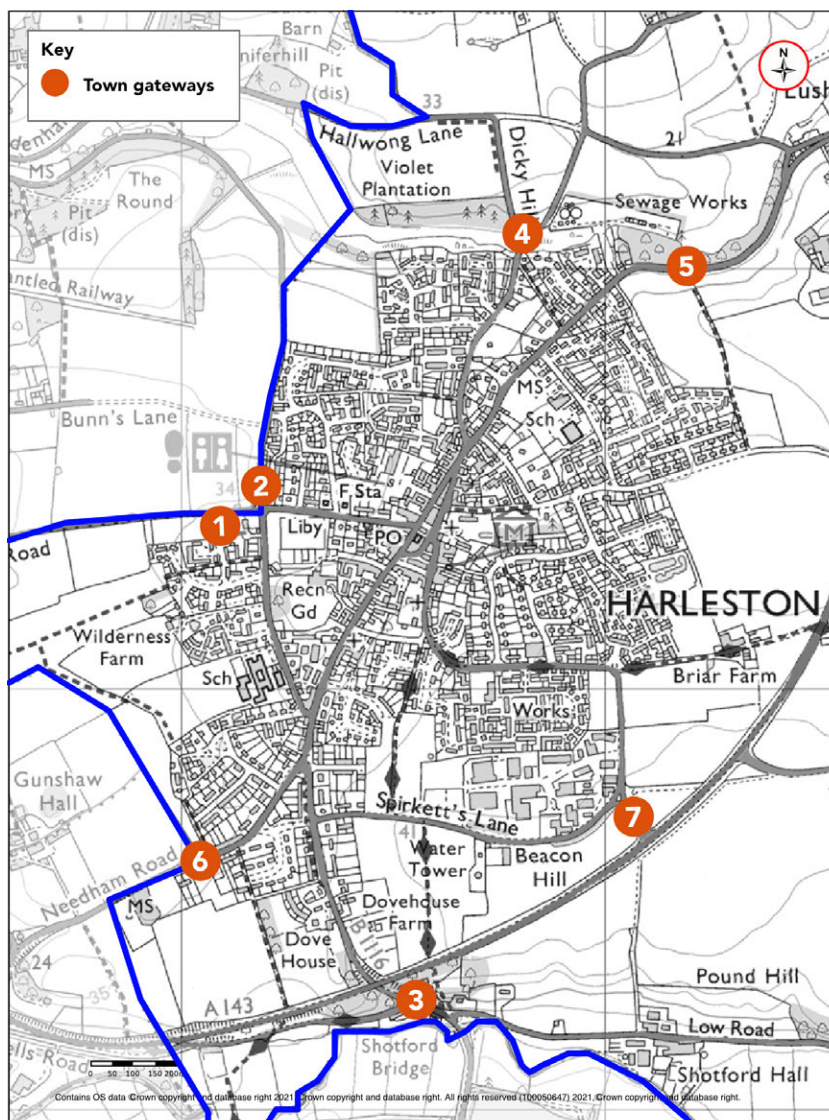


Figure 19: Town gateways (source: Parish Online, with own annotations). Blue line denotes parish boundary.

RWH19: Landscape character and town gateways**Landscape**

The visual scenic value of the landscape and countryside in the Neighbourhood Plan Area outside the defined settlement boundary will be protected from development that may adversely affect this character.

Where a development would include any parts of the neighbourhood area that have sensitive features typical of the Rural River Valleys and the Waveney Tributary Farmland Character Areas, such as long tree belts, mature hedges, mature oaks, ponds, moats, wet meadow, wet pasture and heathland, these should be incorporated into the design and layout of development proposals such that the locally characteristic patterns can be retained within new land uses.

Town gateways

Proposals that would enhance the visual appearance of a natural asset in the parish or an entrance or 'gateway' to the town will be supported, however where 'green' gateways or substantially undeveloped entrances currently exist, these should be maintained as 'soft' entrances to assist with rural to urban transition. The following areas are identified as an important 'soft' gateway to be maintained (figure 19):

1. From Rushall Road joining up with the junction at Wilderness Lane.
2. From The Street, Starston to its junction with Rushall Road, Wilderness Lane and Swan Lane.
3. The approach from Weybread to the south, from Shotford Bridge up Shotford Hill.
4. The approach from the north leading to Station Hill.
5. The eastern approach to the town from Redenhall roundabout.
6. The approach from Needham Roundabout past The Cherry Tree.
7. The approach from A143 into Mendham Lane.

Where gateway enhancements are proposed, schemes should be designed to ensure that gateway enhancements do not detract from highway safety and visual amenity and should minimise the need for additional lighting.

Opportunities to improve the public realm at entrances to the town, through the use of appropriate hard or soft landscaping measures will also be supported where they include the use of vernacular materials and native planting.

Important public views

5.5.8 Opinions were sought on important views and vistas into and out of the town through a specific question in the Neighbourhood Plan household survey. Unsurprisingly views into or across the Waveney valley were very popular with respondents into and out of the town. These have been mapped and are shown on figure 20 below.

5.5.9 The Town Council were mindful that any policy which sought to protect these views should focus on those that are ‘important’ to the overall landscape character of the parish and which can be enjoyed from publicly accessible locations, e.g., footpaths, public highway, or an existing open space. Many of the vistas offer an immediate contrast, separation and sense of freedom from the pressures of the world within very short distances from home. These locations offer easy access to countryside experiences, especially for people with limited mobility, with the associated benefits to health and well-being from engaging with the natural world and countryside.

5.5.10 Harleston, lying in a distinct local meteorological area, has particularly exceptional skies, by both day and night, an essential component of the many local vistas. Relatively low light pollution in its surroundings means that star-filled skies, rare over much of England, can be readily enjoyed. Ensuring light pollution is avoided and limited throughout the parish is an important consideration.

5.5.11 Taking all of this into account, the following views have been identified as ‘important public views’ in **Policy RWH20** below:

1. View from the top of Dicky Hill from the linking footway looking east along Hallwong Lane: This view from a vantage point at the top of Dicky Hill looks along a footway heading east along Hallwong Lane, towards the Beck. It is surrounded by a vista of green fields, trees and hedges providing a peaceful rural view accessible from the northern section of Harleston

2. View from footpath 7 to the south of Gawdy Wood, towards Redenhall: This view forms part of a longer walk from the town. The view, opening up for the walker reaching the top of the hill, is to the south over the valley of The Beck and the hamlet of Lushbush.

3. View from Grange Farm towards St Mary’s Church, Redenhall: This view looking south provides a high vantage point across farmland towards the focal point of St Mary’s Church, Redenhall

4. View from Greenlands Barn towards Grange Farm: This view looks across the Gawdy Hall Estate and woodland, providing an unspoilt rural vista

5. View from beside the A143 near the Redenhall roundabout towards St Mary's Church, Redenhall: A point some 200 metres east of the Redenhall roundabout provides an advantageous viewpoint across the Beck which features the silhouette of St Mary's Church, Redenhall.

6. View from the top of the footpath joining Jays Green and Redenhall Road, towards Lushbush: This is the first point accessible to walkers on the eastern side of the town which affords a wide rural view, looking north towards the Gawdy Hall Estate and Lushbush.

7. View from Green Lane, east of the A143, near Anthills looking north towards the Gawdy Hall Estate: This is a wide vista, embracing distant views of St Mary's Church and the skyline. It is close to the town, giving walkers who wish to walk further afield a peaceful stretch of traffic-free roadway which provides them with the opportunity to fully appreciate Harleston's rural setting.

8. Views from the top of Cuckoo Lane/Green Lane, there is a panoramic view encompassing the Waveney Valley, Wortwell Marshes, and St. Mary's Church, Redenhall. It is a particularly important location, being relatively free of light pollution, and one from which excellent views of the night sky and stars can be enjoyed.

9. View from the Angles Way towards Mendham Mill: This view looks across the Waveney Valley, above the marshes adjacent to the River Waveney, from the Angles Way where it descends towards the valley floor, towards Mendham Mill.

10. View from Mendham Bridge northwards across the marshes towards the valley ridge: The view is of undulating landscapes, wooded in places, and an unspoilt rural skyline by day and night. This was the location of an observation post during WWII.

11. View from near The Hang towards the River Waveney: This is representative of views of the river which extend along the length of Low Road across the grazing marshes of the River Waveney floodplain. These marshes and the view across their length offer important opportunities to appreciate the significant bird populations associated with them.

12. View from footpath 33, from Needham Road looking to the south west to the A143 crossing, towards the Waveney Valley: This view gives an easily accessible rural experience for residents in the south west of the town. Where the path descends steeply down to and across the A143 Harleston bypass, there is a narrow view to the Ocean Pit in the vicinity of Shotford Bridge and the floodplain of the River Waveney lie below.

13. View from footpath 28, from The Common to Rushall Road, looking north towards Starston: The viewpoint is easily reached from the western part of the town via a footpath and offers accessible and extremely popular long views of Harleston's western and northern landscapes, and exceptional view of Harleston's spectacular skylscapes

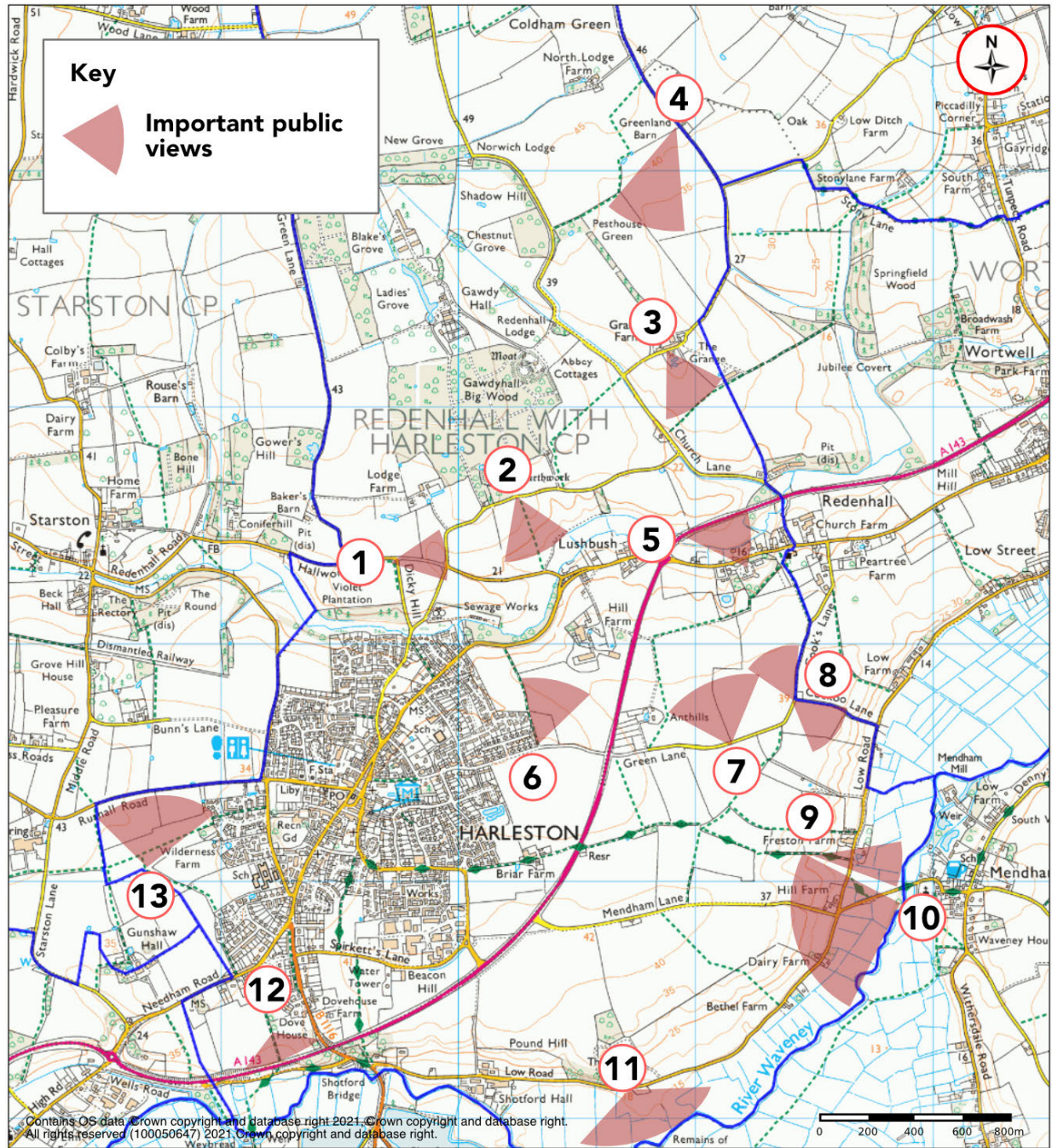


Figure 20: Important public views (source: Parish Online, with own annotations). Blue line denotes parish boundary.

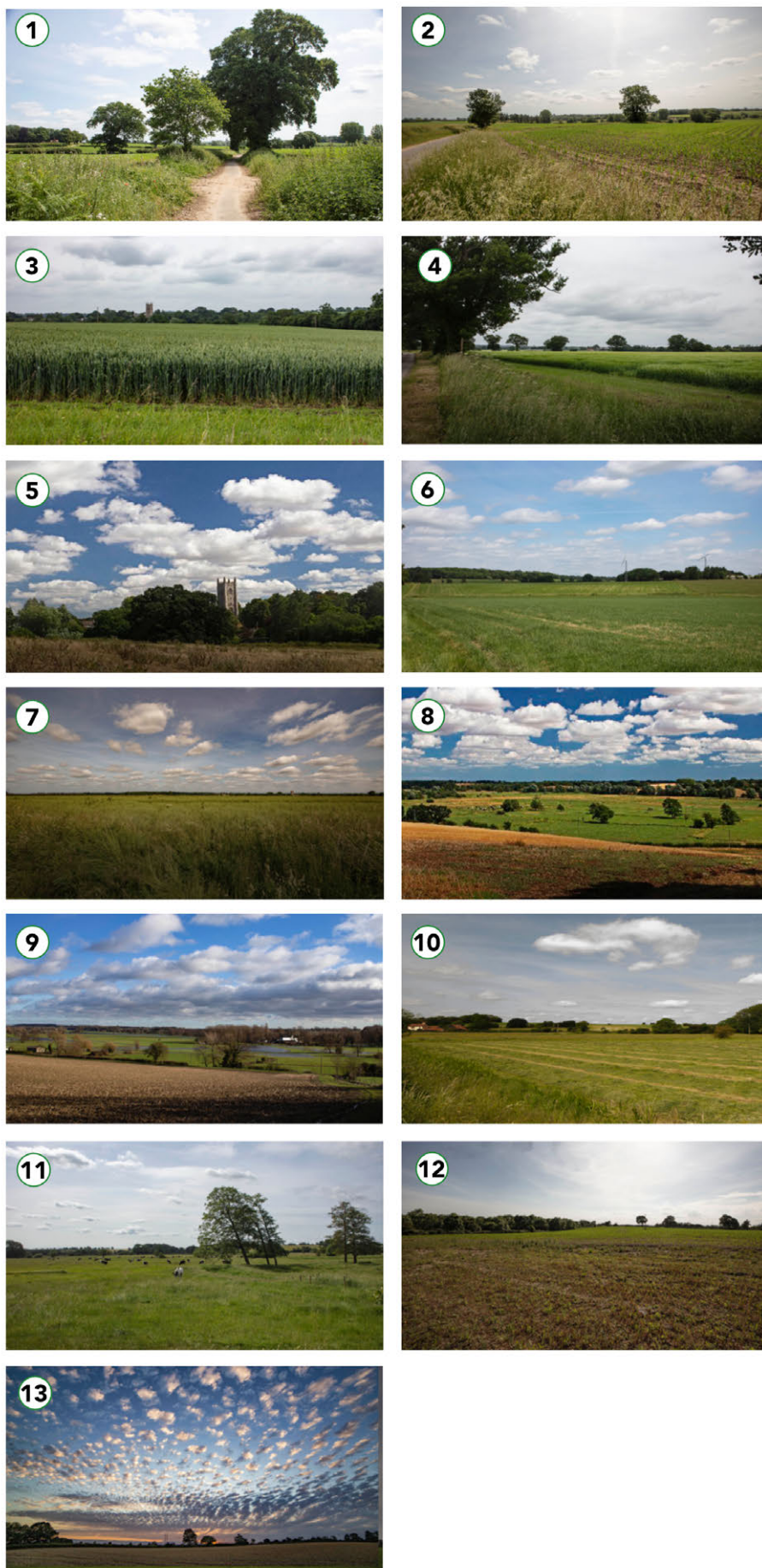


Figure 21: Important public views (source: Ian Carstairs).

RWH20: Important public views

The following views and vistas as shown in figures 20 and 21 are identified as important public local views. Development proposals within or which would affect an important public local view should take account of the view concerned. Developments, which would have an unacceptable adverse impact on the landscape or character of the view concerned, will not be supported.

1. View from the top of Dicky Hill from the linking footway looking east along Hallwong Lane.
2. View from footpath 7 to the south of Gawdy Wood, towards Redenhall.
3. View from Grange Farm towards St. Mary's Church, Redenhall.
4. View from Greenlands Barn towards Grange Farm.
5. View from beside A143 near the Redenhall roundabout towards St. Mary's Church, Redenhall.
6. View from the top of the footpath joining Jays Green and Redenhall Road, towards Lushbush.
7. View from Green Lane, east of A143, near Anthills towards the Gawdy Hall Estate.
8. Views from the top of Cuckoo Lane/Green Lane, a panoramic view encompassing the Waveney Valley, Wortwell Marshes, and St. Mary's Church, Redenhall.
9. View from the Angles Way towards Mendham Mill.
10. View from Mendham Bridge across the marshes towards the valley ridge.
11. View from near The Hang towards the River Waveney.
12. View from footpath 33, from Needham Road to the A143 crossing, towards the Waveney Valley.
13. View from footpath 28, from The Common to Rushall Road, towards Starston.

Wildlife and habitats

5.5.12 In terms of nature conservation sites, the parish contains a number of nationally designated nature conservation sites. These include Gawdy Hall Big Wood, Harleston Site of Special Scientific Interest which is located to the north of Harleston town. This site consists of a large area of ancient woodland on

poorly-drained chalky boulder clays, typical of South Norfolk.²⁴ A SSSI is a formal national conservation designation.

5.5.13 There are three County Wildlife sites in Redenhall with Harleston parish, which are non-statutory designations but recognise the high value of a site for wildlife. These are:

- **CWS 79 Blake's and Ladies Grove** – this site consists of two areas of broad-leaved woodland along the western edge with a large area of parkland on the east side.
- **CWS 80 Shadow Hill and Chestnut Grove** – this site is largely an area of old parkland but contains small fragments of possible ancient woodland.
- **CWS 81 Gawdy Hall Wood (part)** – this is a small area of woodland which contains an ancient moat, earthbanks and two ponds. It stands immediately to the south of Gawdy Hall Big Wood SSSI and is separated from it by a dry ditch.

²⁴ Gawdyhall Big Wood Harleston Citation, Natural England www.naturalengland.org.uk. Accessed 13.11.2020.

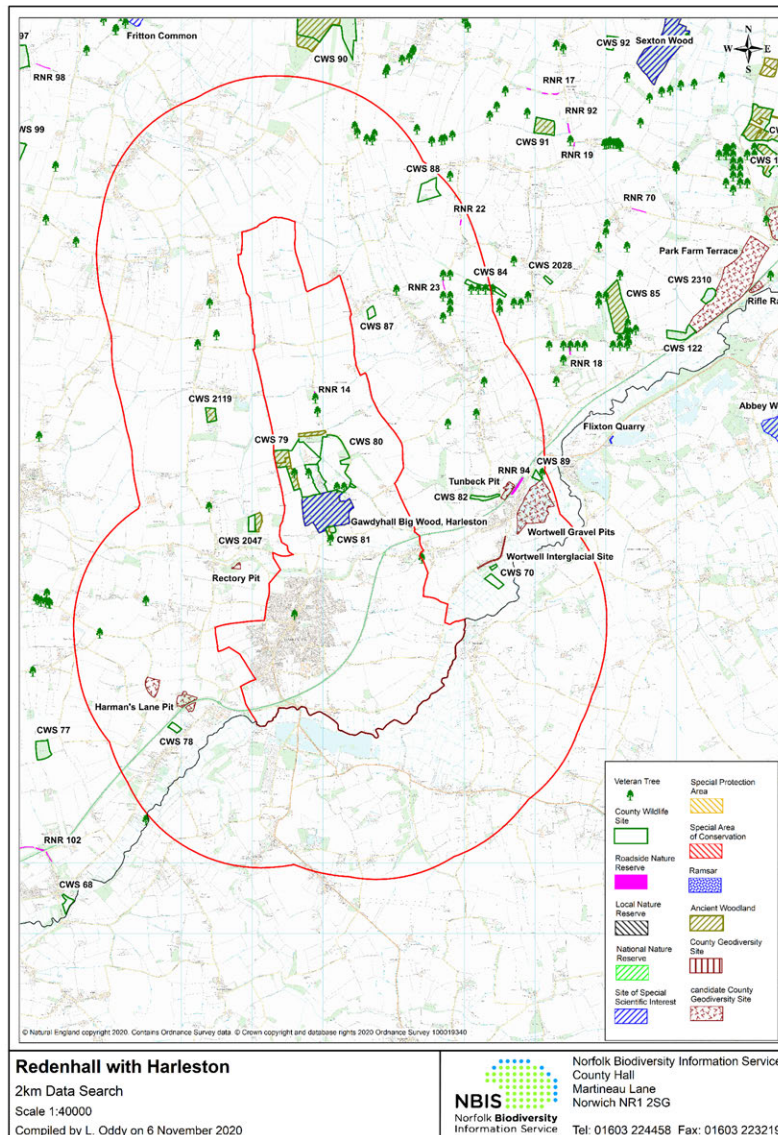


Figure 22: Natural habitats.
Source: Norfolk Biodiversity Information Service.

5.5.14 Nationally designated sites are protected through national planning policy in the NPPF and also in specific legislation. However, there is often less protection for locally designated sites or non-designated local sites which have a wildlife value. **Policy RWH21** below seeks to protect locally designated sites such as County Wildlife Sites from development that would damage their wildlife value.

5.5.15 There are a number of veteran trees and areas of ancient woodland in the parish. A veteran tree is one that is of interest biologically, aesthetically or culturally because of its age, or a tree in the ancient stage of its life or trees that are old relative to others of the same species. Ancient woodland takes

hundreds of years to establish and is defined as an irreplaceable habitat.²⁵ The policy also seeks to protect veteran trees.

5.5.16 Parts of Redenhall with Harleston parish are in SSSI Impact Risk Zones for Gawdy Hall Big Wood Harleston SSSI, Pulham Market Big Wood SSSI, Fritton Common SSSI, Metfield Meadow SSSI and Flixton Quarry SSSI. The Impact Risk Zones (IRZs) are a GIS tool developed by Natural England to make a rapid initial assessment of the potential risks to SSSIs posed by development proposals. They define zones around each SSSI which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts.²⁶ Planning applications in these areas need to be assessed for the likely impact on the SSSIs.

5.5.17 The policy also refers to 'wildlife corridors' which is a term used to refer to any linear feature in the landscape that can be used for the migration or dispersal of wildlife. Such corridors allow for the linking of habitats and reduce the isolation of populations. Linear features may vary and may also not be continuous however patches of natural habitat can benefit wildlife and occasionally the term 'steppingstones' is used to refer to them. The role of wildlife corridors is assuming greater importance and opportunities should be taken to create them as a consequence of new development.

²⁵ www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences retrieved. Accessed 13.11.2020.

²⁶ https://magic.defra.gov.uk/Metadata_for_magic/SSSI%20IRZ%20User%20Guidance%20MAGIC.pdf. Accessed 27.11.2020.

RWH21: Natural assets

Development proposals will be expected to protect and enhance existing ecological networks and wildlife corridors. Proposals should retain existing features of biodiversity value, where possible to do so, (including ponds, trees (including veteran trees), woodland, hedgerows, and verges, as well as include new features such as Street Trees, new ponds and hedges).

Development proposals should conform to the principles set out in the Redenhall with Harleston Design Guidance and Code.

Development proposals will be supported where they provide a net gain in biodiversity through, for example:

- a. the creation of new natural habitats.
- b. the planting of additional trees and hedgerows and restoring and repairing fragmented biodiversity networks.
- c. repairing and connecting fragmented habitats to create new wildlife corridors.

Where loss or damage is unavoidable, the benefits of the development proposals must be demonstrated clearly to outweigh any impacts and the development shall provide for appropriate replacement planting or appropriate natural feature on site together with a method statement for the ongoing care and maintenance of that planting. Where development proposals cause damage to identified natural features or designated wildlife sites such as County Wildlife Sites, wildlife corridors around the interruption will be constructed.

New tree planting should be of a scale, location and type which adds value, and with a view to optimising benefits to wildlife. New and replacement planting should be of appropriate species and landscape maintenance and management plans should be agreed in writing with the Local Planning Authority. Planting plans should take account of the expected eventual size of the tree including future shading and the relationship with surrounding buildings. The design of gardens should take account of the contribution gardens can make to enhancing wildlife and include trees and hedgerows in boundary treatments, where appropriate. Tree species selection should take into account the warming climate.

Proposals for new buildings (including non-residential development) should incorporate measures to protect and enhance wildlife species including the

incorporation of wildlife friendly measures e.g., swift bricks, hedgehog doors and insect bricks etc, new garden hedgerows and trees.

Information on natural environment data within the Plan area is obtainable from the Defra Magic website²⁷ and from the Norfolk Biodiversity Information Service.²⁸

Climate change and flood risk

5.5.18 The period for this Neighbourhood Plan looks ahead to 2038. When looking into the future it is difficult not to consider the issues of climate change and future sustainability taking account of flood risk. Government guidance encourages the planning system to support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the re-use of existing resources, including the conversion of existing buildings and support renewable and low carbon energy.

5.5.19 Unsurprisingly given the prominence of low carbon and the future sustainability of the planet in the media, the length of the plan period of the Neighbourhood Plan and the likelihood of significant technological improvements during that period, many neighbourhood plans include planning policies that seek to reduce green-house gas emissions by controlling the location, orientation and design of new development. Some also include policies to increase the supply and use of renewable low carbon energy and heat.

5.5.20 In March 2021, consultants AECOM were commissioned to produce a Design Code for Redenhall with Harleston. The report recommends technologies that could be incorporated in buildings and at broader Parish design scale as principles. Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment. Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating. Starting from the design stage there are strategies that can be incorporated to incorporate technologies such as passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

²⁷ DEFRA magic, <http://magic/defra.gov.uk/>

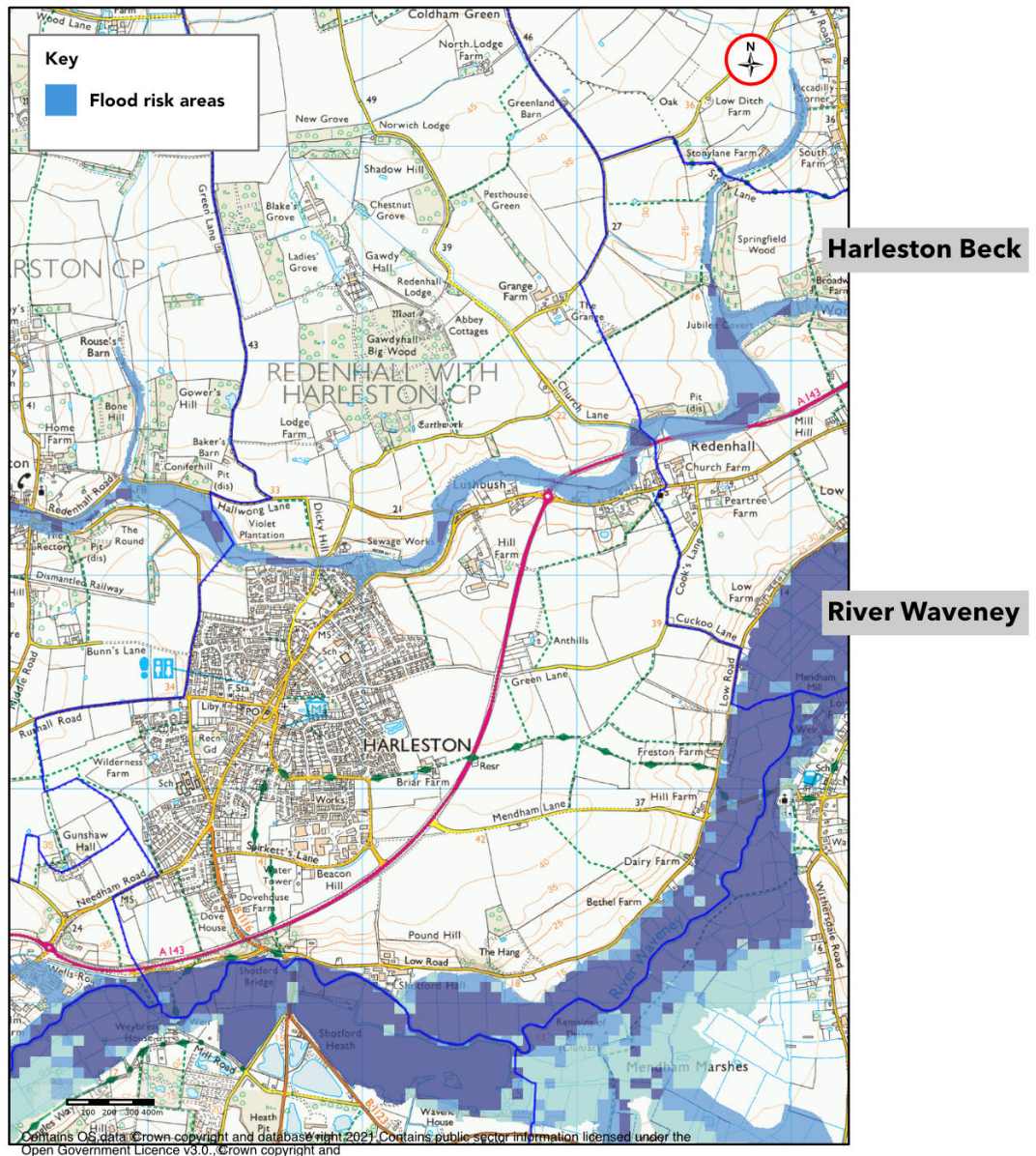
²⁸ Norfolk Biodiversity Information Service, <http://www.nbis.org.uk/>

5.5.21 The following **Policy RWH22** has been devised in the light of the consultation responses, taking into account the increasing prominence of climate change and low carbon issues. It also has regard to the Written Ministerial Statement dated 25 March 2015 which makes it clear that it is not appropriate to refer to any additional local technical standards or requirements relating to the construction or performance of new dwellings in neighbourhood plans.

Localised flooding

5.5.22 The two key pieces of blue infrastructure within the parish of Redenhall with Harleston are the River Waveney to the south and Harleston Beck to the north. The majority of the parish is largely located within Flood Zone 1 of the Environment Agency's Flood Risk categorisation which indicates it is at a low risk of flooding. There are however regular incidences of flooding within the town, including the town centre which are largely the result of surface water drainage issues rather than river-based flooding. These have been identified and are shown in figure 24.

Figure 23:
Flood risk areas (source:
Parish Online,
with own
annotations). Blue line
denotes parish
boundary.



5.5.23 These incidences of localised flooding are occurring more and more frequently as the climate and weather patterns change. It is therefore important to ensure that the occurrence of new development does not exacerbate existing flooding or drainage problems or lead to new ones either through surface water run off or displacement. Proposals for all new development should include appropriate drainage details that conform to the relevant standards of the Lead Local Flood Authority (LLFA).

5.5.24 The use of Sustainable Urban Drainage Systems (SUDs) is now commonly promoted by the County Council as Local Lead Flood Authority due to their benefits not only to flood relief but also in preventing pollution and their potential to benefit wildlife. **Policy RWH22** below has been constructed with this mind.

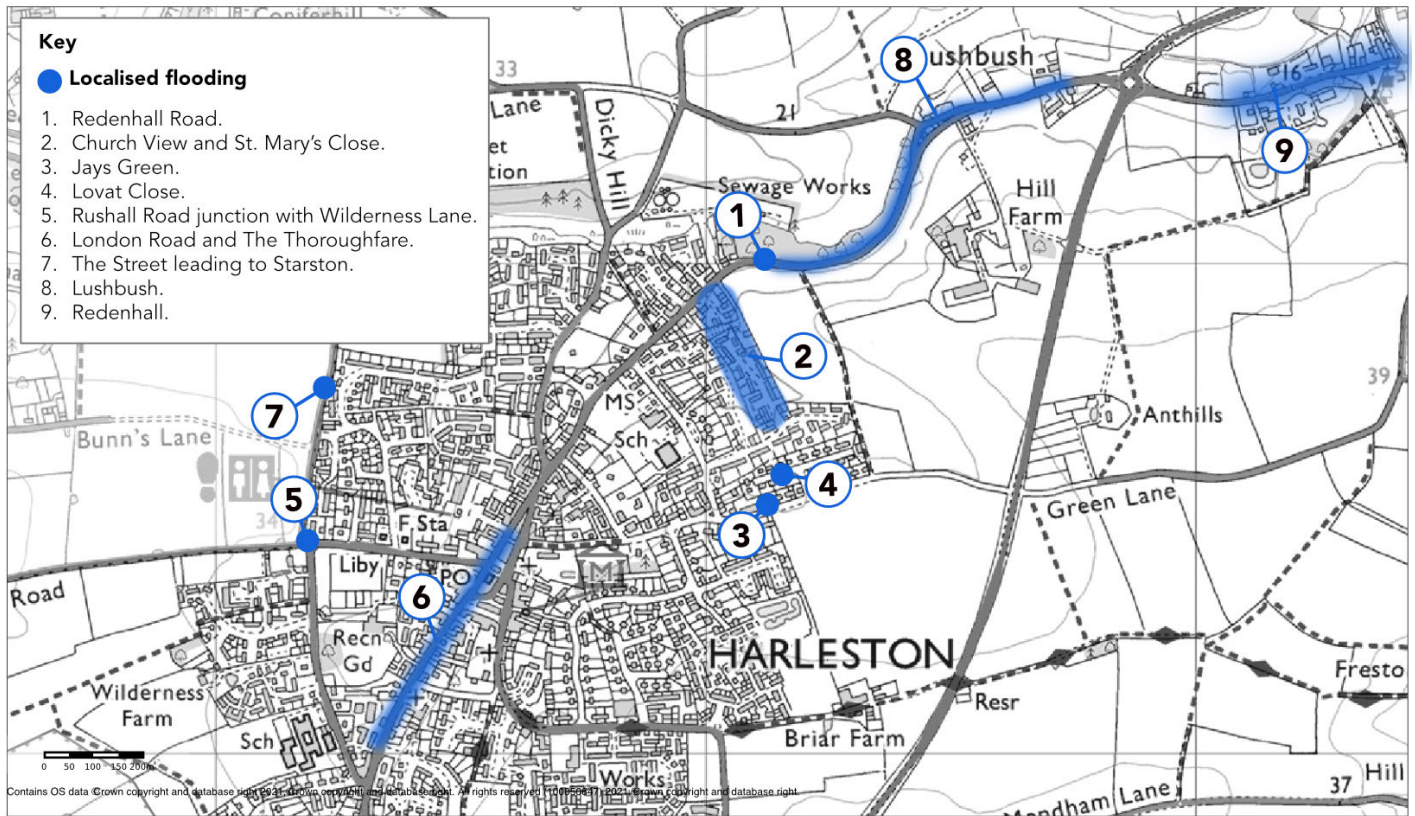


Figure 24: Localised flooding (source: Parish Online, with own annotations). Blue line denotes parish boundary.

RWH22: Climate change and flood risk**Climate change and sustainability**

Proposals are encouraged to include features in their design that would increase energy efficiency and reduce carbon emissions.

Development proposals should conform to the principles set out in the Redenhall with Harleston Design Guidance and Code.

Particular encouragement is given for the inclusion of the following features/mechanisms based on currently available technology:

- Electric charging points in both residential and non-residential developments and located adjacent to the primary parking space.
- Photovoltaic panels on all suitable roofs.
- Energy storage equipment.
- Building orientation to take account of local climatic conditions.
- Air/ground source heat pumps, where appropriate.
- Rainwater harvesting/capture.
- Grey water recycling.
- Passive solar gain.
- Low energy/down lighting (for safety and security).
- Passive ventilation.²⁹
- Thermal mass.³⁰
- On site energy generation, such as solar panels in both residential and non-residential developments.
- Movement activated street lighting.

Encouragement is also given to the incorporation of any future technological advances which would increase energy efficiency and reduce carbon emissions, which may have become available prior to new development.

In addition to the use of technology, encouragement is also given for tree planting schemes which can help to mitigate the impacts of climate change through carbon capture and reduce the risk of flooding through direct interception of rainfall, infiltration and slowing the flow of floodwaters.

Localised flooding

All new development (including minor development) is required to use appropriate sustainable drainage systems (including SuDS and drainage lagoons), wetland and water features, to protect against pollution, provide drainage and wider amenity, recreational and biodiversity benefits.

All development will be expected to demonstrate how it can mitigate its own flooding and drainage impacts, avoid increase of flooding elsewhere and seek to achieve lower than greenfield runoff rates. All proposals for new development within the Plan area should take account of the advice and guidance on surface water drainage and the mitigation of flood risk obtainable from Norfolk County Council (as Lead Local Flood Authority) and the Waveney, Lower Yare and Lothingland Drainage Board (as statutory Drainage Board for the Plan area). All development proposals will be required to secure the necessary consents and approvals from those bodies

New development should not exacerbate existing surface water or foul drainage problems. The following are identified as areas of localised flooding (figure 24):

1. Redenhall Road.
2. Church View and St. Mary's Close.
3. Jays Green.
4. Lovat Close.
5. Rushall Road junction with Wilderness Lane.
6. London Road and The Thoroughfare.
7. The Street leading to Starston.
8. Lushbush.
9. Redenhall.

Amenity and pollution

5.5.25 The NPPF requires that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment as well as the potential sensitivity of the site and wider area to impacts that could arise from the development. Such effects can be in terms of noise and air pollution, dust and vibration issues.

5.5.26 The A143 forms part of the eastern boundary edge of the town and it is likely that future expansion of the town to the east will bring development closer to the A143. It is therefore important that the design of new development close to the A143 takes account of the potential impacts of this proximity to the road on the living conditions of future residents in terms of potential impacts from

29 Allowing fresh air into a building whilst removing stale air.

30 The ability of material to absorb and store heat energy.

noise and air pollution in particular. The design of any development in this location should include a substantive landscape barrier which would perform a number of functions – the creation of a soft green edge to the town, a noise barrier, to act as mitigation against air pollution as well as providing informal recreational benefits such as dog walking.

POLICY**RWH23: Landscaping buffers and pollution**

Development proposals should conform to the principles set out in the Redenhall with Harleston Design Guidance and Code.

Proposals for new development should mitigate against pollution problems. This includes the pollution of existing water courses from surface water run off as well as air and noise pollution from increased traffic movements associated with new development, and light pollution.

Major developments close to the A143 should consider the potential noise and air pollution impacts from the A143 and reflect this in the layout of their schemes. They should contain substantial green buffers and tree planting between proposed residential developments and the A143 to allow for a soft edge to the development, provide recreational walks for residents and to provide mitigation against air and noise pollution from the A143, for those residents.



6. Implementation

Implementation

- 6.1 The Redenhall with Harleston Neighbourhood Plan has been developed to assist with the planning of sustainable growth across the town for a period up to 2038. The implementation of the Redenhall with Harleston Neighbourhood Plan will require the co-ordinated input and co-operation of relevant statutory and non-statutory agencies, private sector organisations and the local community.
- 6.2 The policies in this document shape the way in which development happens within the town of Harleston. Some policies included within the Redenhall with Harleston Neighbourhood Plan have a delivery element, often a requirement of development or 'planning obligation'. Planning obligations, (often referred to as section 106 agreements) are legal agreements negotiated between the Council and a developer or landowner (usually in the context of a planning application). Planning obligations are typically used to ensure that new developments:
- comply with planning policy - for instance, by requiring affordable housing or public open space to be provided; and
 - do not impose undue burdens on existing facilities - for instance, by requiring financial contributions to increase/improve local services such as schools, libraries or transport.
- 6.3 In order to see delivery realised, it will require the Town Council and partner organisations to be proactive in getting the best results for the town of Harleston. Working in partnership with South Norfolk Council and Norfolk County Council will be particularly important regarding strategic matters such as addressing traffic and highway safety issues for new developments.
- 6.4 The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008, to help deliver infrastructure to support the development of the area. South Norfolk Council has an adopted CIL Policy in place for the District and once the Neighbourhood Plan is 'made,' Harleston Town Council will benefit from 25% of the levy revenues arising from development that takes place in the parish. This revenue will be used to fund projects identified in the Neighbourhood Plan as well as other community priorities that may be identified during the plan period.

Monitoring

- 6.5 A formal review process in consultation with the local community and South Norfolk Council should be undertaken by the Town Council at a minimum of every five years, to ensure that the Neighbourhood Plan is still current and remains a positive planning tool to deliver sustainable growth. In order to determine when a review is necessary, the Town Council will monitor development in the parish along with local and national planning policy and the appropriate legislative context. It is anticipated the Redenhall with Harleston Neighbourhood Plan will require review during its life and that it will be the role of the Town Council to update the Neighbourhood Plan at the appropriate time.
- 6.6 Any review will provide an opportunity to reassess the town's housing and economic markets and to resolve some of the bigger issues surrounding development in and around the town.
- 6.7 The Town Council will report annually on the implementation of policies. This will be done at the Annual Town Meeting and the minutes will be available to view on the Town Council website.



Appendix

Appendix A: Steering Group Members

The Redenhall with Harleston Neighbourhood Plan Steering Group included the following members:

- **John Archer**, local resident
- **Trevor Graham**, Chair of the Town Council
- **Michael Hardy**, Town Councillor
- **Carolyn Malinowski**, Vice-chair of the Town Council and Chair of the Neighbourhood Plan Steering Group
- **Andrew Newby**, local resident and Vice-chair of the Neighbourhood Plan Steering Group
- **Matt Scade**, Town Councillor
- **Robin Twigge**, local business owner

There were also Steering Group contributions from **Clive Attwood**, **Peter Metcalf**, **Lizzy Pegg** and **Sara Whiting**.

Photos taken and supplied by Steering Group Members and **Ian Carstairs**, with thanks.

Supported by:

- **Clare Crane** – Town Clerk
- **Lynda Ling** – Former Town Clerk
- **Emma Harrison** – Independent consultant (data and environmental assessment) for the Neighbourhood Plan
- **Rachel Leggett** – Project Manager and independent consultant (consultation and layout) for the Neighbourhood Plan
- **Andrea Long** – Independent consultant (policy) for the Neighbourhood Plan

Appendix B: Potential community projects

- a. The expressed wish for more community indoor and outdoor space. The Town Council will examine this issue as further plans are made for development.
- b. The expressed wish for the parish to be defined as a Nature Recovery Zone. The Town Council will further investigate the potential for this project within wider environmental and planning work, working with a range of stakeholders and the local community.

Appendix C: Justification for Non-designated Heritage Assets

The table below outlined the justification for the inclusion of important character buildings and historic features. The criteria is based on the 'Local Heritage Listing: Historic England Advice Note 7', page 9.

1. Spigot mortar base	
On the Recreation Ground, which is owned by the Town Council	
Age	WWII, built in 1941.
Rarity	Fairly rare now.
Group value	NA.
Archaeological interest	A group of young aspiring archaeologists helped to take part in a dig at the site of a WWII weapon in Harleston in 2016. The Waveney Valley Community Archaeology group were excavating around the spigot mortar position which can be seen poking out of the earth at the recreation ground. The dig showed the concrete structure was found to have had a wooden fence around it.
Historic interest	WWII interest. Concrete base with a spigot that comes up which an anti-tank mortar gun fits onto. There were 2 in Harleston in case there was an invasion, to stop the advance of enemy or tanks.
Landmark status	Historical association with WWII.



Figure 25: Spigot mortar base and tank trap.

2. Pillbox, London Road

In the private garden of The Beeches, 13 London Road

Age	WWII, 1939-1945. A common 1940 type 22 pillbox is situated on the left-hand side of the drive to The Beeches, 13 London Road, and is partially demolished. The present owner is keen to preserve it.
Rarity	Fairly rare.
Architectural and artistic interest	NA
Group value	NA
Archaeological interest	NA
Historical interest	Historical from WWII.
Landmark status	NA



Figure 26: Pillbox, London Road.

3. Milestone built into the wall on Redenhall Road

Boundary of the property, formerly a coal yard

Age	19th Century milestone. Carved stone post by the B1134 (was A143), by number 23 in wall, on north-side of road. Erected by an unknown authority in the 19th Century.
Rarity	Very rare.
Architectural and artistic interest	NA
Group value	One of 12 surviving milestone along the Beccles to Scole Road.
Archaeological interest	NA
Historical interest	Marker for a route, Bungay 7 miles and Scole 8 miles.
Landmark status	NA



Figure 27: Milestone built into the wall on Redenhall Road.

4. Former Police Station and Jail on Redenhall Road

24 and 26 Redenhall Road, at the back of BUPA Dental Care building

Age	1892.
Rarity	Fairly rare.
Architectural and artistic interest	NA
Group value	NA
Archaeological interest	NA
Historical interest	Was a police headquarters which held a police station and lock up of two cells (now one remaining), brick built. Yard at the back was an exercise yard. Used to have adjoining stables for the police horses and traps.

Landmark status	NA
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Figure 28: Former Police Station and Jail on Redenhall Road.

5. Five 3-storey Victorian properties

30 – 38 (even) London Road

Age	Mid-19th Century.
Rarity	Unusual for Harleston.
Architectural and artistic interest	Striking architectural grey brick, 3-storey town houses. Unusual for their time in Harleston.
Group value	5 terraced properties on London Road.
Archaeological interest	NA
Historical interest	Mentioned by Nikolaus Pevsner (German-British art historian and architectural historian).
Landmark status	Landmark in the town, because they are strikingly different from other properties in the town.



Figure 29: Five 3-storey Victorian properties, 30 – 38 (even) London Road.

6. Five pairs of semi-detached Edwardian 3-storey properties

11 – 29 (odd) on Station Road

Age	1906.
Rarity	Unusual for Harleston.
Architectural and artistic interest	Art and craft cottage look, with timber ornament to the porches and mock timber framing.
Group value	5 pairs of semi-detached properties on Station Road.
Archaeological interest	NA
Historical interest	Example of Edwardian architectural style.
Landmark status	NA



Figure 30: Five pairs of semi-detached Edwardian 3-storey properties, 11 – 29 (odd) on Station Road.

7. Cast iron cart weighbridge in the carriageway of Exchange Street

Adjacent to Rackham Funeral Directors

Age	1850s.
Rarity	Fairly rare.
Architectural and artistic interest	Cast iron cart weighbridge, with machinery in the adjacent Funeral Directors.
Group value	NA
Archaeological interest	NA
Historical interest	The weighbridge was used to weigh corn brought into Harleston by farmers, with samples being available to prospective buyers in the nearby Corn Hall, and it is a surviving reminder of Harleston's place as a centre for this trade.
Landmark status	An emblem of Harleston's origins as a central market for local farmers.



Figure 31: Cast iron cart weighbridge in the carriage way of Exchange Street.

8. Harold's or Herolf's stone in Stone Court

Owned by the owner of the adjoining Post Office

Age	Ancient.
Rarity	Unique.
Architectural and artistic interest	NA
Group value	NA
Archeological interest	Glacial erratic.
Archival interest	An important historic feature in the town.
Historical association	Claimed to be the stone on which the Danish chieftain Harold/Herolf stood to apportion land to local guilds. Local stories suggest that the town of Harleston is named after this stone.
Landmark status	Important as marking the long history of the town and the historical name origin of Harleston.



Figure 32: Harold's stone in Stone Court.

9. WWI air crash memorial in Church Lane, Redenhall On the Gawdy Hall estate	
Age	20th July 1917.
Rarity	Marker for a specific plane crash.
Architectural and artistic interest	NA
Group value	NA
Archaeological interest	NA
Historical interest	Memorial to the 2nd Lieutenant Joseph Leo Philips of the Royal Flying Corps whose airplane crashed at this spot in 1917. He was taken to the Norfolk and Norwich Hospital but died later that day. He was 21 years old, from Canada. Buried in Norwich.
Landmark status	Marker for a specific plane crash.



Figure 33: WWI air crash memorial in Church Lane, Redenhall.

10. WWII air crash American memorial in Green Lane	
Age	WWII, 11th April 1945. Memorial dedicated in 2011.
Rarity	Marker for a specific plane crash.
Architectural and artistic interest	NA
Group value	NA
Archaeological interest	NA

Historical interest	446th Bomb Group USA, mid-air collision between 42-51909 and 42-50790 on 11th April 1945, 2 miles south of Harleston. No survivors and both aircraft were destroyed.
Landmark status	Marker for a specific plane crash.



Figure 34: WWII air crash American memorial in Green Lane.

11. The Former Cherry Tree Public House (now Momiji restaurant) 74 London Road	
Age	Recorded as an inn since 1786, previously a farmhouse.
Rarity	One of the few surviving inns of great age in Harleston.
Architectural and artistic interest	Timber framed.
Group value	NA
Archaeological interest	NA
Historical association	Originally a farmhouse and part of the Dove House Estate, when converted to an inn it catered for the droving trade generated by the livestock market at the Bullock Fair ground. It remained an inn from 1786 until recently.
Landmark status	NA



Figure 35: The Former Cherry Tree Public House (now Momiji restaurant).

12. Stone Villa 66 London Road	
Age	1889.
Rarity	Unique features.
Architectural and artistic interest	Stone features around the mullioned windows, at the portico, at the edges of the front walls and under the roofline.
Group value	NA
Archaeological interest	NA
Historical association	Built by a local stone mason who occupied it, and who used to carve and store gravestones in an area adjacent to the house.
Landmark status	NA



Figure 36: Stone Villa.

13. Holly House 65 London Road	
Age	The current property was built in the 1860s.
Rarity	Unusual due to the side yard having being preserved.
Architectural and artistic interest	The space at the side was used by the owner, a builder and carter, to store his cart and stable his horse. The boards are still on the yard floor where the cart would have stood. The house still has many original features, including the front door bell pull, parquet flooring in the hallway, the back door and porch, and chamfered detailing on plaster and woodwork.

Group value	NA
Archaeological interest	NA
Historical association	The house was built by a local builder, who was the first town councillor with a trade background at a time when they were made up of landowners and professional men.
Landmark status	NA



Figure 37: Holly House.

Appendix D: Justification for Local Green Spaces

The tables and maps below outline the justification for the inclusion of each Local Green Space identified. The criteria are based on paragraphs 101-103 of the National Planning Policy Framework (July 2021).

1. Air crash memorial and woodland	
Description: Memorial woodland seat and signs in memory of a World War II airborne crash between two aircraft. Privately owned, Whipps Farm.	
In reasonably close proximity to the community it serves	Along the popular Green Lane walking and cycling route beyond the A143.
Demonstrably special to a local community and holds a particular local significance	Created by local people and commemorates a tragic accident.
Local in character and is not an extensive tract of land	Local in character. Small grass verge and woodland, not an extensive tract of land.



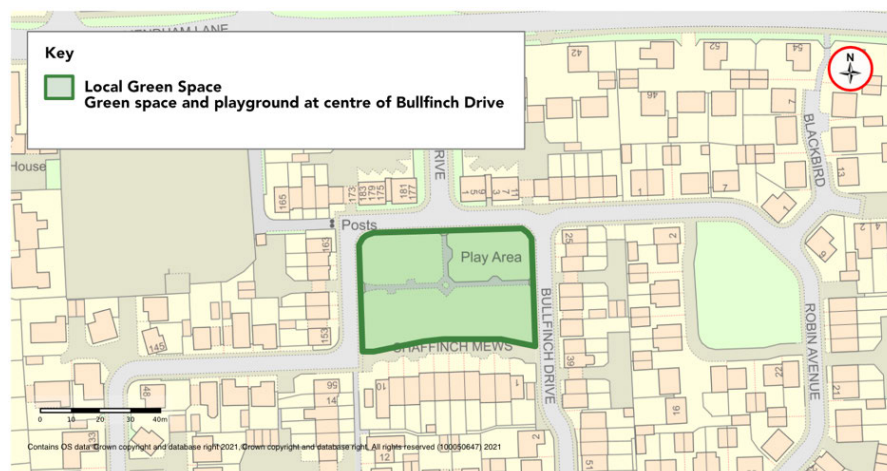
Figure 38: Air crash memorial and woodland.



2. Green space and playground at centre of Bullfinch Drive	
Description: Green space and playground. Owned by South Norfolk Council.	
In reasonably close proximity to the community it serves	In the middle of new estate, surrounding by housing.
Demonstrably special to a local community and holds a particular local significance	Popular with families and dog walkers, surrounded by housing. There is a waiting list to obtain a new allotment.
Local in character and is not an extensive tract of land	Important facility for the community and not an extensive tract of land.



Figure 39: Green space and playground at centre of Bullfinch Drive.



3. Doune Way children's play area

Description: Children's playground. Owned by South Norfolk Council.

In reasonably close proximity to the community it serves

Green part of the housing estate used by the local community.

Demonstrably special to a local community and holds a particular local significance

Well-used by children and families, important green area on the estate. There is a waiting list to obtain a new allotment.

Local in character and is not an extensive tract of land

Important facility for the community and not an extensive tract of land.

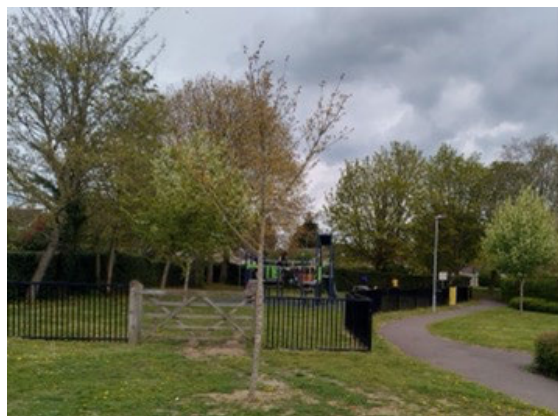


Figure 40: Doune Way children's play area.



4. Junction of Dove Close and Needham Road

Description: Two green spaces on either side of the junction of Dove Close and Needham Road. Owned by Highways?

In reasonably close proximity to the community it serves

Part of the entrance to the housing estate.

Demonstrably special to a local community and holds a particular local significance

These are green areas with large mature trees giving a pleasant view at the entrance to a housing development. There is a waiting list to obtain a new allotment.

Local in character and is not an extensive tract of land

Important facility for the community and not an extensive tract of land.



Figure 41: Junction of Dove Close and Needham Road.



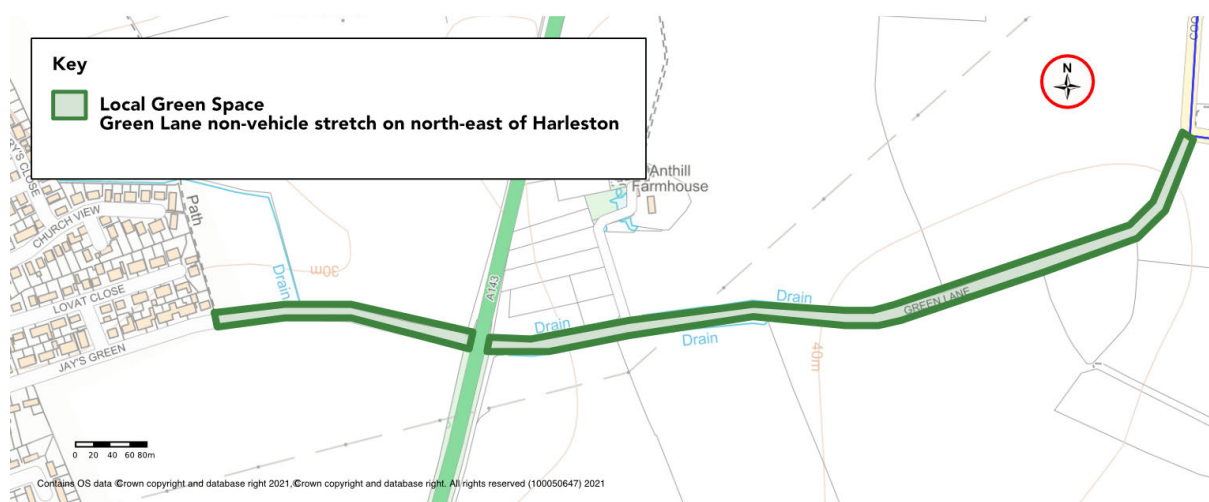
5. Green Lane non-vehicle stretch on north-east of Harleston

Description: At the end of Jays Green on Green Lane, there is a gate across the road and then the lane continues for pedestrians and cyclists as far as the A143. It is part of National Cycle route 30. Across the A143, the lane continues as a minor road past the air crash memorial (see separate entry) to the junction at the top of the junction of Cook's Lane and Cuckoo Lane, with views of Redenhall Church. Owned by Highways.

In reasonably close proximity to the community it serves	The route heads out from Jays Green, past the northern boundary of the proposed Briar Farm development, joins up with road Cook's Lane.
Demonstrably special to a local community and holds a particular local significance	Popular with dog walkers, families and cyclists. One of the best paths adjacent to the town. Trees provide a wildlife corridor. In 1980s trees were planted by the Town Council's tree warden along the route and elsewhere.
Local in character and is not an extensive tract of land	A path for the local community, not an extensive tract of land.



Figure 42: Green Lane non-vehicle stretch on north-east of Harleston.



6. Harvest Way ponds and open green area

Description: Ponds and open green area alongside Harvest Way. In private ownership.

In reasonably close proximity to the community it serves

Part of the Harvest Way development, with fields to the east.

Demonstrably special to a local community and holds a particular local significance

Green space for Harvest Way development.

Local in character and is not an extensive tract of land

Green space for the development, not an extensive tract of land.



Figure 43: Harvest Way ponds and open green area.



7. Harvest Way play area

Description: Green space at centre of housing estate including a children's playground, additional mown space and a mature hedge with large trees. Privately owned.

In reasonably close proximity to the community it serves	In the centre of housing on the Harvest Way estate.
Demonstrably special to a local community and holds a particular local significance	Used by families and residents.
Local in character and is not an extensive tract of land	Important green space in the middle of the development, not an extensive tract of land.



Figure 44: Harvest Way play area.



8. Henry Ward Road green space

Description: Green space with mature trees backing onto country. Owned by South Norfolk Council.

In reasonably close proximity to the community it serves	On the edge of Henry Ward Road, adjacent to houses. Close to Maltings Drive area. Only green space in the area.
Demonstrably special to a local community and holds a particular local significance	Popular with the community for recreation. There is a waiting list to obtain a new allotment.
Local in character and is not an extensive tract of land	Important facility for the community and not an extensive tract of land.



Figure 45: Henry Ward Road green space.



9. Recreation ground, Wilderness Lane

Description: Principal green space and leisure area for Harleston, with outdoor facilities football, bowls, tennis, BMX track, outside gym equipment, MUGA, plus children's playground and leisure centre, including the Town Council offices. Owned by Redenhall with Harleston Town Council.

In reasonably close proximity to the community it serves	Adjacent to the town centre, serves the whole town.
Demonstrably special to a local community and holds a particular local significance	Very heavily used on daily basis.
Local in character and is not an extensive tract of land	An important green space for the town centre. Not extensive tract of land.



Figure 46: Recreation ground, Wilderness Lane.



10. Robin Way playground

Description: Children's playground. Owned by the Sancroft Square Management Company Ltd.

In reasonably close proximity to the community it serves	Surrounded by houses off Robin's Avenue.
Demonstrably special to a local community and holds a particular local significance	Well used by children and families from the local area.
Local in character and is not an extensive tract of land	Important green area for the estate. Not an extensive tract of land.



Figure 47: Robin Way playground.



11. Grassland off Rushall Road

Description: Grassland adjoining Rushall Road to the south, containing trees and hedges. Owned by South Norfolk Council and leased to a farmer.

In reasonably close proximity to the community it serves

Between Rushall Road and the housing on Titlow Road and Glamis Court.

Demonstrably special to a local community and holds a particular local significance

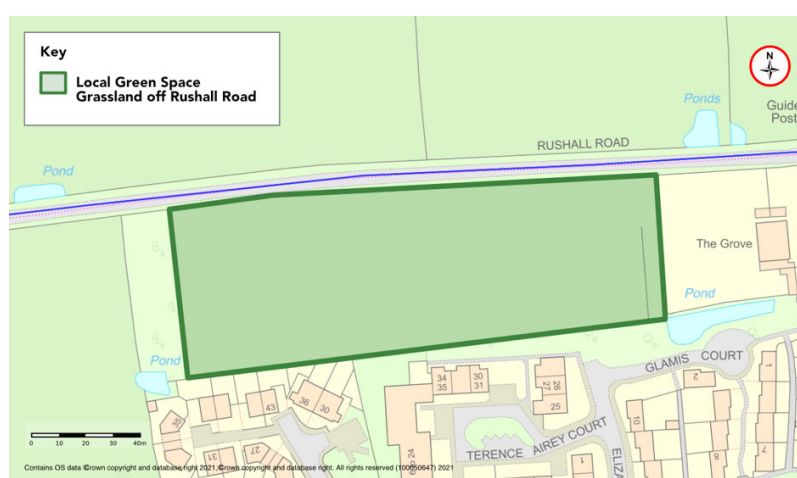
This is an area which provides an attractive open aspect to this entrance to the town, lined with trees and hedges, and which provides habitats for wildlife.

Local in character and is not an extensive tract of land

Important green entrance to the town. Not an extensive tract of land.



Figure 48: Grassland off Rushall Road.



12. The Common

Description: Common, grassed area with mature trees. Owned by Gawdy Hall estate. The Common is Registered Common Land, protected for public enjoyment under the provisions of the Countryside and Rights of Way Act (2000).

In reasonably close proximity to the community it serves	Surrounded by housing.
Demonstrably special to a local community and holds a particular local significance	Key feature of the neighbourhood. Used be a pond in the centre. Forms a tranquil space for the housing surrounding the space.
Local in character and is not an extensive tract of land	Important part of the local character of the area. Not an extensive tract of land.



Figure 49: The Common.



13. Green spaces within the Titlow Road development

Description: Playground and duck pond in Titlow Road area. Owned by Saffron Housing.

In reasonably close proximity to the community it serves

Green space within the estate, surrounded by houses.

Demonstrably special to a local community and holds a particular local significance

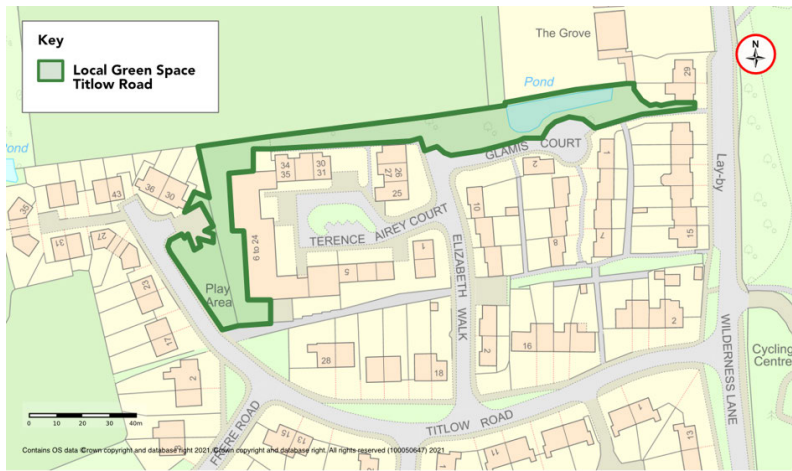
Popular with families and dog walkers.

Local in character and is not an extensive tract of land

Green space as part of the estate. Not an extensive tract of land.



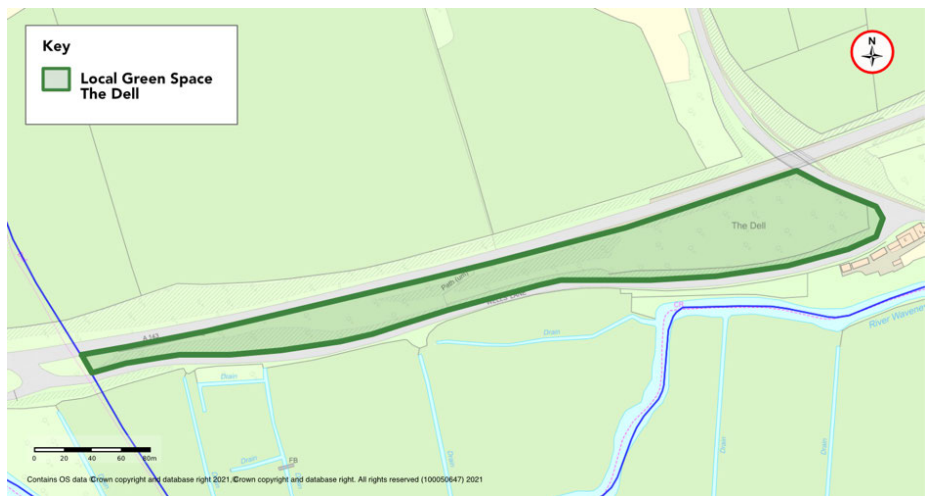
Figure 50: Green spaces within the Titlow Road development.



14. The Dell	
Description: The Dell, adjoining Wells Lane, sloping wooded area. Owned by Highways.	
In reasonably close proximity to the community it serves	Angles Way goes through the area, well used footpath from Harleston to the Waveney and Needham.
Demonstrably special to a local community and holds a particular local significance	This is a wooded area which provides a pleasant green backdrop to Wells Lane, which is a road taken by local residents wishing to walk into Needham.
Local in character and is not an extensive tract of land	Green aspect between Well’s Lane and A143. Not an extensive tract of land.



Figure 51: The Dell.



15. Junction of Dove Close and Shotford Road	
Description: At the entrance to Dove Close from Shotford Road, an area of grass with two large trees. Owned by Highways.	
In reasonably close proximity to the community it serves	At the entrance to the housing development.
Demonstrably special to a local community and holds a particular local significance	This gives a pleasant open and tranquil view when approaching Dove Close and contains several trees. There is a waiting list to obtain a new allotment.
Local in character and is not an extensive tract of land	Provides green entrance to the housing development. Important facility for the community and not an extensive tract of land.



Figure 52: Junction of Dove Close and Shotford Road.



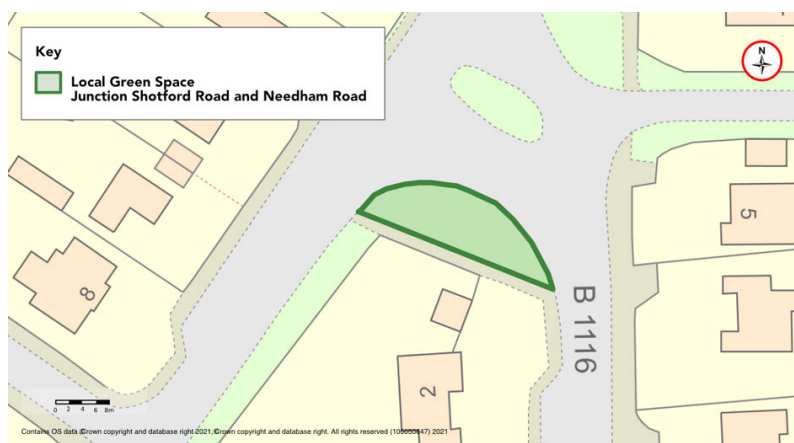
16. Junction of Shotford Road and Needham Road

Description: Green spaces on west side of the junction of Shotford Road and Needham Road, containing trees. Owned by Highways.

In reasonably close proximity to the community it serves	Part of the southern end of the entrance to the Harleston town. Junction of two roads.
Demonstrably special to a local community and holds a particular local significance	The space has two large trees, providing an attractive green area which softens the junction between two busy roads.
Local in character and is not an extensive tract of land	Part of the green aspect of the southern entrance to the town. Not an extensive tract of land.



Figure 53: Junction of Shotford Road and Needham Road.



17. Jays Green grass verge

Description: Grass verge along southside of Jays Green. Owned by Highways?

In reasonably close proximity to the community it serves

South of housing estate and north of Briar Farm proposed development.

Demonstrably special to a local community and holds a particular local significance

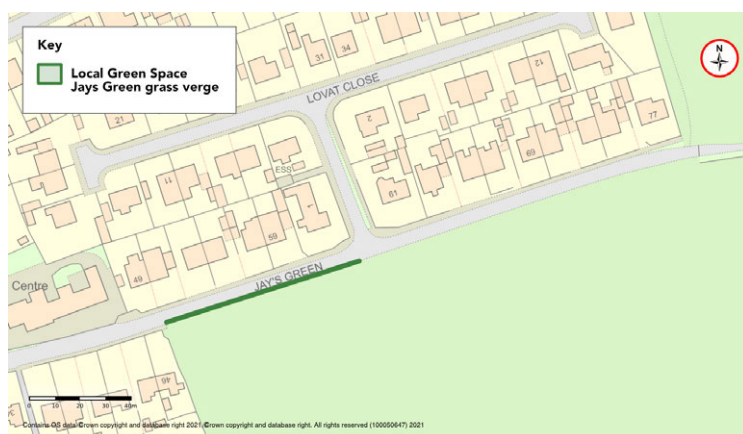
Green buffer between current housing development and proposed housing development. Part of the green aspect of the area. Well maintained in parts with seat. Part of the route to Green Lane walking path.

Local in character and is not an extensive tract of land

Green aspect of the area. Not an extensive tract of land.



Figure 54: Jays Green grass verge.



18. Church View green space

Description: An area of mown grass with several trees situated between Church View and houses on St. Mary's Close. Owned by South Norfolk Council.

In reasonably close proximity to the community it serves

The area is opposite a street of houses on Church View.

Demonstrably special to a local community and holds a particular local significance

It gives the residents of those houses a green and pleasant open aspect.

Local in character and is not an extensive tract of land

An important green space for the surrounding houses, not an extensive tract of land.



Figure 55: Church View green space.



19. Nelson Close playground and green space

Description: Playground and mown green space at the centre of Nelson Close, a modern development. Owned by South Norfolk Council.

In reasonably close proximity to the community it serves	It is a central feature of the housing development on Nelson Close.
Demonstrably special to a local community and holds a particular local significance	A green space which gives a pleasant open view to the residents of the surrounding houses.
Local in character and is not an extensive tract of land	The only green space in the development, not an extensive tract of land.



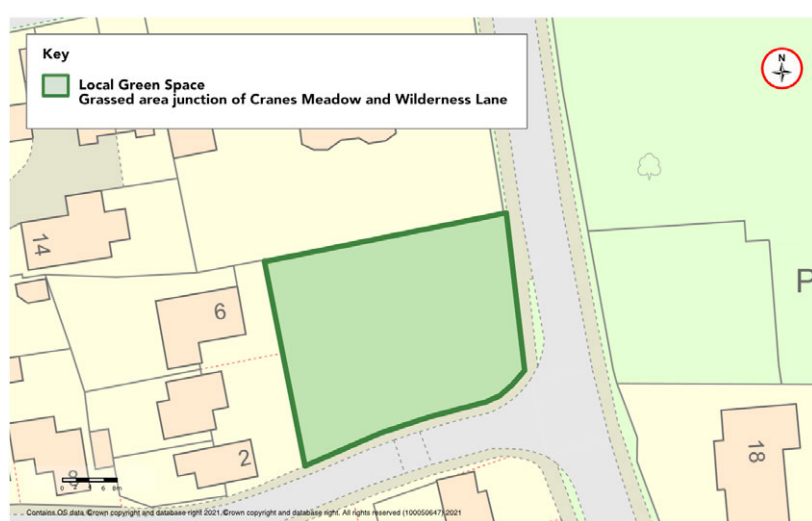
Figure 56: Nelson Close playground and green space.



20. Grassed area junction of Cranes Meadow and Wilderness Lane	
Description: Grassy area with attractive hedges at the junction of Cranes Meadow with Wilderness Lane. Owned by South Norfolk Council.	
In reasonably close proximity to the community it serves	The area is at the entrance to the houses on Cranes Meadow and provides an open green area at this approach.
Demonstrably special to a local community and holds a particular local significance	Well used by children and families.
Local in character and is not an extensive tract of land	Local to Cranes Meadow. Not an extensive tract of land.



Figure 57: Grassed area junction of Cranes Meadow and Wilderness Lane.



21. Frere Road

Description: Mown grass with mature trees, woodland area at back and scrubland area. A pond within the scrubland is hidden by undergrowth. Owned by South Norfolk Council.

In reasonably close proximity to the community it serves	Adjoins Frere Road and within easy reach of Titlow Road, Kerridge Way and Elizabeth Walk.
Demonstrably special to a local community and holds a particular local significance	Well-used by children and dog walkers.
Local in character and is not an extensive tract of land	Local to the surrounding streets. Not an extensive tract of land.



Figure 58: Frere Road.



Appendix E: Glossary

Glossary of terms used and/or relevant to the Redenhall with Harleston

Neighbourhood Plan and supporting submission documents. Definitions are taken directly from the glossary of the National Planning Policy Framework July 2021, , except where stated.

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

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

Ancient or veteran tree: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Build to Rent: Purpose built housing that is typically 100 per cent rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. Sites that are not major development, and sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (e.g., they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). Sites with outline planning permission, permission in principle, allocated in the development plan or identified on a brownfield register should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development plan: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local housing need: the number of homes identified as being needed through the application of the standard method set out in national planning guidance, or a justified alternative approach.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

Local plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Neighbourhood plan: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Non-strategic policies: Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

Non-designated heritage asset: Local planning authorities may identify non-designated heritage assets. These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'. A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage interest for their significance to be a material consideration in the planning process. *(Definition from <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#non-designated-heritage-assets>)*

Older people: People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation: A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Primary shopping area: Defined area where retail development is concentrated.

Priority habitats and species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Strategic environmental assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic policies: Policies and site allocations, which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Strategic policy-making authorities: Those authorities responsible for producing strategic policies (local planning authorities, and elected Mayors or combined authorities, where this power has been conferred). This definition applies whether the authority is in the process of producing strategic policies or not.

Supplementary planning documents: Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Use Classes Order: National classification of land uses as contained within The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) (No. 2) Order 2021 (source: www.legislation.gov.uk).

Wildlife corridor: Areas of habitat connecting wildlife populations. Windfall sites: Sites not specifically identified in the development plan.



Redenhall with
Harleston
NEIGHBOURHOOD
PLAN