

Section 2

Norwich Fringe

Parishes Norwich Policy

Area(NPA)



Colney (Norwich Policy Area)

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

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

Form and Character

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

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

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

Services and Community Facilities

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

Development Boundary and Constraints

The Development Boundary encompasses:

- the main nucleus of housing focused around the church;
- the existing NRP, including the Norfolk and Norwich University Hospital;
- the Spire Hospital and Care Home; and
- the proposed extensions to the NRP

The Development Boundary is designed to avoid unnecessary encroachment into the Yare Valley and the Norwich Southern Bypass Landscape Protection Zone (NSBLPZ)¹ whilst facilitating growth of the NRP as one of the cornerstones of economic development in the Norwich area. The Boundary has also been defined to allow very limited residential infill on Old Watton Road.

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

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

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

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

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

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

Uses

1. Acceptable uses will be research and development uses under Class B1(b) 'research and development' of the Town and Country Planning (Use Classes) Order 1987 (as amended) plus hospital and hospital related uses. Other uses

¹ The Norwich Southern Bypass Landscape Protection Zone is defined in the South Norfolk Development Management Policies DPD

clearly ancillary to the main functions of the Norwich Research Park (NRP) and/or complementary to the main anchor institutions will also be acceptable.

Master plan/infrastructure plan

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

Transport

5. Proportionate contributions to:
6. Improvements to the B1108 Watton Road to 7.3 metre single carriageway standard and to the main junctions which access the NRP;
7. Improvements to capacity at the B1108/A47 junction, to ensure that it does not become a constraint on development;
8. Public transport improvements to encourage significant modal shift to/from and within the NRP, including links to the A11 Bus Rapid Transit corridor and the Thickthorn Park and Ride;
9. Safe and convenient pedestrian and cycle links within the wider NRP and to/from significant areas of housing (specifically at Cringleford, Hethersett and Threescore/Bowthorpe);
10. Parking ratios of approximately 1 space per 60m² of floor area (excluding plant);

Design and Landscape

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

Constraints

15. Layout to take account of water main and sewers crossing the site;
16. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development;
17. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

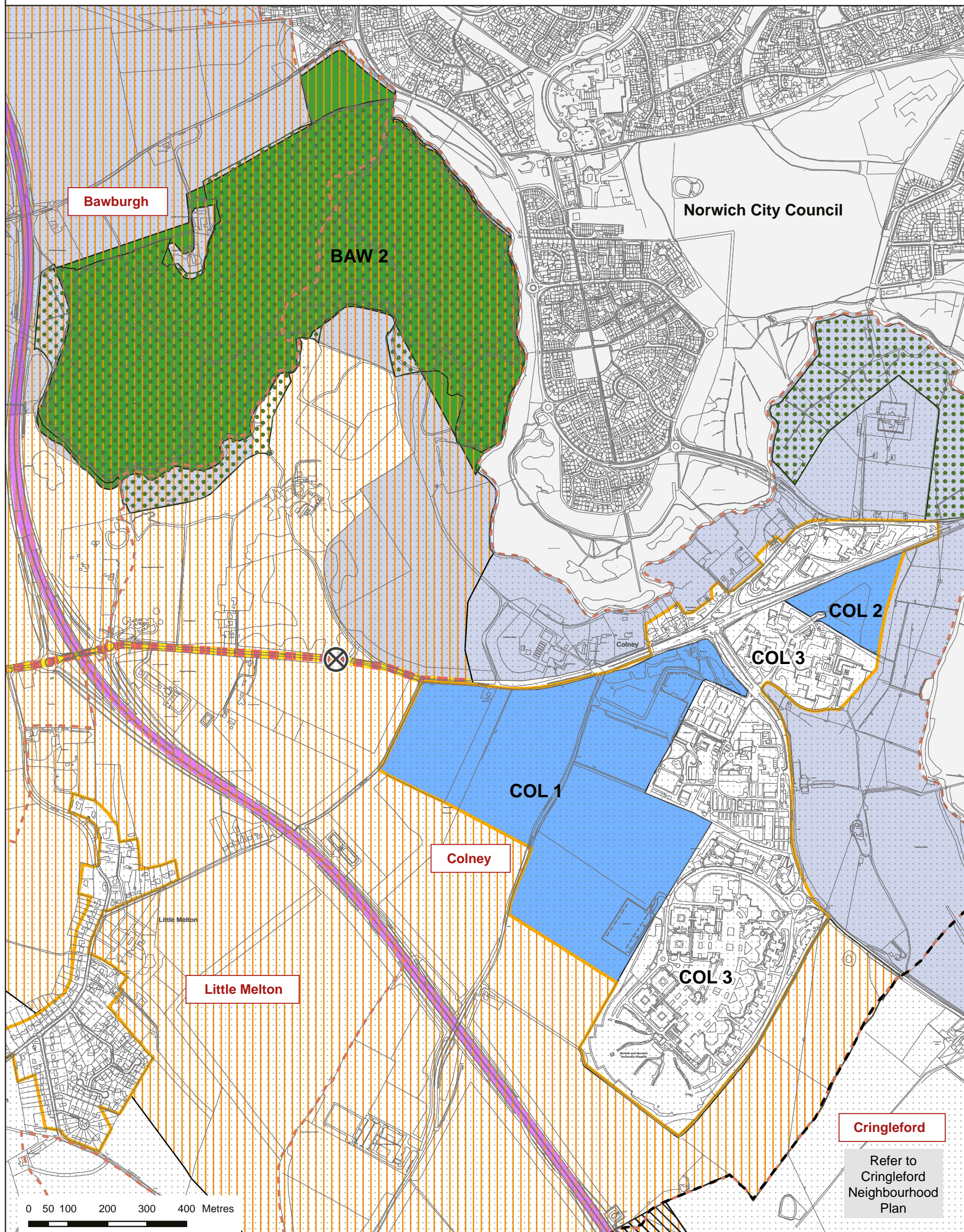
Policy COL 2 : Land rear/east of Institute of Food Research (IFR)

3.7 hectares of land is allocated principally for a B1(b) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses. Planning applications will be considered positively for the above uses subject to meeting the criteria set out in Policy COL 1.

Policy COL3 covers any proposed redevelopment of sites within the Colney Development Boundary. The Policy aims to retain sites for the main NRP uses and ensure that proposals are consistent with the principles of new development permitted under Policies COL1 and COL2. However the criteria of COL1 will need to be proportionately applied to smaller scale proposals.

Policy COL 3 Redevelopment of existing hospital and science park uses within the Colney Development Boundary

Any proposed redevelopment of sites currently in use for Hospital and Science Park development will be considered positively where it accords with the criteria set out in Policy COL 1, to the extent that is proportionate to the scale and nature of the proposal.



Development Boundary

Parish Boundary

Norwich Policy Area

Open Space/Leisure Amenity

Employment Allocation

County Wildlife Sites

River Valleys

Southern Bypass Protection Zone

Strategic Gaps
Policy DM 4.7

Undeveloped Approaches

Corridors of Movement

Gateways into Norwich

Scale at A3:
1:9,500



Cringleford
Refer to
Cringleford
Neighbourhood
Plan

Trowse with Newton (Norwich Policy Area)

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

Form and Character

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

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

Services and Community Facilities

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

Development boundary and Constraints

The development boundary has been drawn to include the main built form of the settlement. A separate boundary has also been drawn around the May Gurney site. The boundary has also been drawn to include a large new allocation for development but to specifically exclude the allotments which are of important community value.

In addition to the allocation above, land is allocated on the southern side of the A47 for a park and ride site. The Norwich Area Transportation Strategy includes provision of a park and ride site on the A146 corridor which led to the allocation of this site in the previous Local Plan. The provision of a park and ride site is still within the strategy with delivery envisaged within the plan period and therefore the site is re-allocated (as TROW2).

Policy TROW 1 : Land on White Horse Lane and to the rear of Charolais Close & Devon Way

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

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

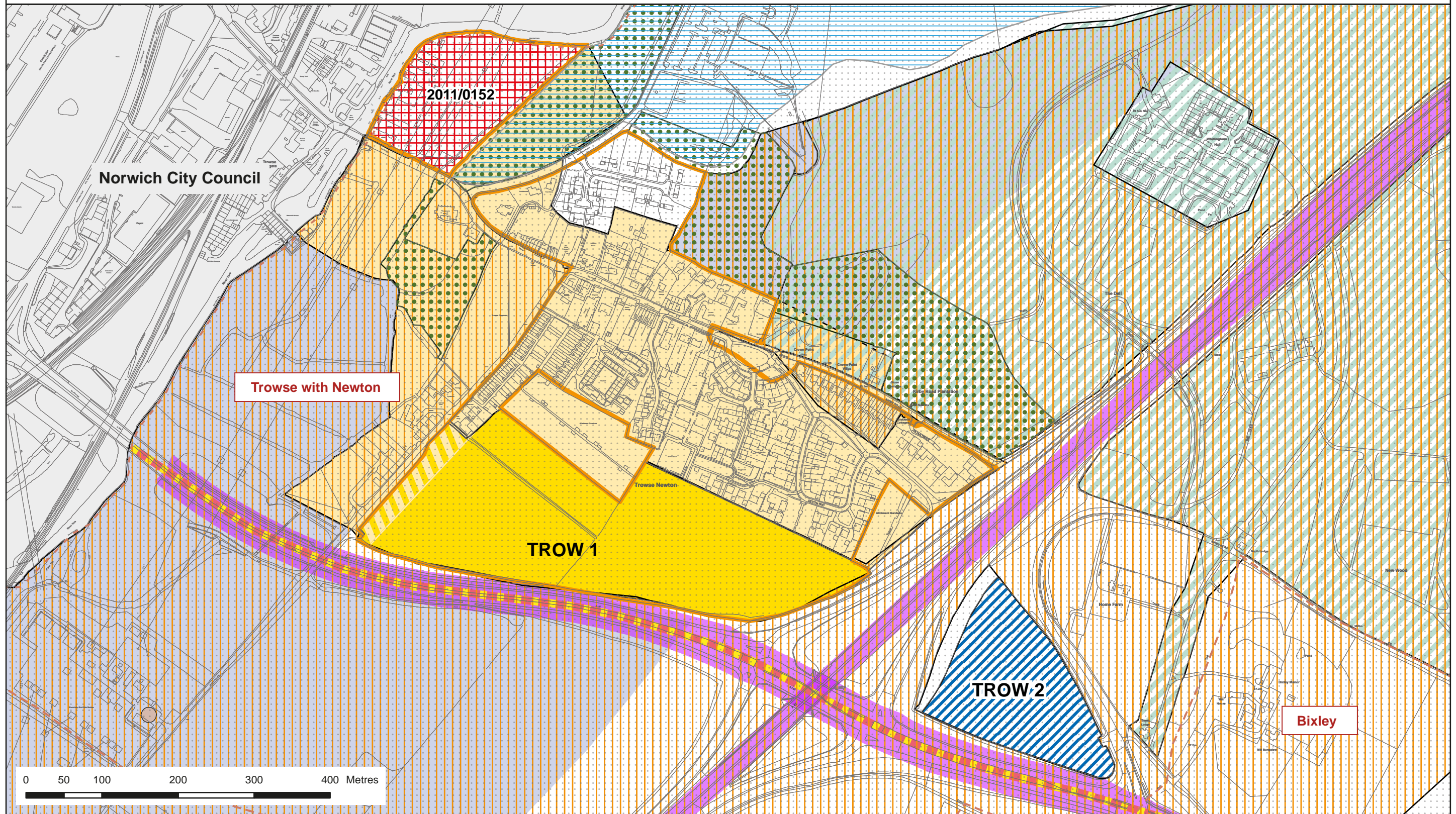
1. Development of the site to be masterplanned to provide a cohesive form of development
2. Site to contribute to the delivery of infrastructure through S106 or the payment of CIL, including any required improvements to the Martineau Lane roundabout
3. Provision of site for new primary school within the site of at least 1.4 hectares to be agreed
4. Primary vehicular access from White Horse Lane
5. Some very limited access may be possible from Hudson Avenue provided it can be demonstrated that it would not harm the character and appearance of the conservation area. In addition, pedestrian and cycle access should be provided from the sports ground on Hudson Avenue and the amenity space on Devon Way
6. Development of the site will need to reflect the context of Trowse Conservation Area with development sufficiently set back from White Horse Lane to provide a satisfactory appearance and to protect the character of the approach into Trowse from this direction taking into account the existing buildings opposite, the existing pattern of development adjoining the site and the hedge on the site frontage.
7. An extension to the footway along White Horse Lane will be provided to ensure there is a continuous footway from the site to the village centre.
8. The development will be designed with appropriate landscaping to mitigate for any visual impact from the A146 and A47
9. Anglian Water advice regarding foul sewerage capacity
10. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources

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

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

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

1. A safe access shall be provided on to Kirby Road
2. Satisfactory landscaping will be provided in order to minimise the visual impact of the site



- | | | | | | |
|----------------------|---|---|-----------------------|---------------------------------|-----------------------------------|
| Development Boundary | Mixed Use Allocation | Broads Authority Executive area | County Wildlife Sites | <p>Scale at A3:
1:5,000</p> | |
| Parish Boundary | Park and Ride | Conservation area | Ancient Monuments | | Commitment Site see Policy DM 1.5 |
| Norwich Policy Area | Historic Parks and Gardens (Historic England) | Mixed Use Allocation within Conservation Area | River Valleys | | Southern Bypass Protection Zone |
| | | | | Undeveloped Approaches | |
| | | | | Corridors of Movement | |

Section 3

Main Towns



Diss (Rural Area)

Policy 13 of the Joint Core Strategy (JCS) identifies Diss as a Main Town which, subject to the resolution of servicing constraints, will accommodate least 300 new dwellings, between 1 April 2008 and 31 March 2026. After taking account of new permissions granted since the JCS base date, allocations are required for a minimum of 200 new homes.

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

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

Form and Character

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

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

The Mere and the park have limited the development of the town centre to its west, while the town's development has been constrained by the River Waveney to the south, and the valley of the River Frenze to the east and north. The town is also separated by areas of open fields to the west from the village of Roydon, and to the north east from the nearby hamlet of Walcot Green.

These valleys, their flood plains and other open areas provide an attractive landscape setting for the town with implications for the locations of future growth.

Services and Community Facilities

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

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

Development Boundary and Constraints

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

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

DIS 1 – Land north of Vince's Road

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

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

Policy DIS 1 : Land north of Vince's Road

Land amounting to some 1.18 hectares is allocated for housing. This allocation could accommodate approximately 35 dwellings.

The developers of the site will be required to:

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

DIS 2 – Land off Park Road

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

Open space will also need to be provided to help deliver additional open space requirements for Diss. Some natural green space should also be provided in the form of trees, hedgerows, reedbeds, grassland etc. In order to allow the site to be provided for open space, green space and an extension to the riverside walk, a small amount of residential development will be acceptable as “enabling” development. The residential element should be the minimum required to enable the overall viability of the site to be secured, and this is likely to be approximately 10-15 dwellings, covering up to around 0.5 hectares. The residential element must be located in land in Flood Zone 1. Some limited re-profiling of land would be acceptable in principle to ensure that an appropriately-shaped area of land for development in Flood Zone 1 is available (including access road), so long as the result would be no net loss of floodplain storage. It is likely that the power lines currently crossing part of the site will need to be relocated or relaid underground.

Policy DIS 2 : Land off Park Road

Land amounting to some 4.6 hectares is allocated for open space, green space, a riverside walk and a small area of land approximately 10-15 dwellings for residential development within Flood Zone 1 (allowing for limited re-profiling of land to create a developable area of land within Flood Zone 1 if this is necessary, subject to no net overall loss of floodplain storage capacity).

The site will be required to:

1. Provide a small number of dwellings (approximately 10-15) sufficient to enable the rest of the site to deliver open space, natural green space and a riverside walk. These dwellings must be located in Flood Zone 1 (taking into account any re-

profiling of the site), must be well-related to existing development and must be closely related to each other (i.e. isolated properties will not be permitted). These dwellings must be designed and sited sensitively to reflect their position in the river valley.

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

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

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

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

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

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

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

The developers of the site will be required to:

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

DIS 4 – Land north of Frenze Hall Lane

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

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

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

The Highways Authority requires two separate points of access. Improved footway links to connect to local schools and the town centre are also necessary.

Policy DIS 4 : Land north of Frenze Hall Lane

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

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

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

DIS 5 – Former Haulage Depot, Victoria Road

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

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

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

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

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

Policy DIS 5 : Former haulage depot, Victoria Road

Land amounting to some 0.6 hectares (within a total site area of 0.83 hectares) is allocated for housing. This allocation could accommodate a maximum of 15 dwellings.

The developers of the site will be required to:

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

DIS 6 – Former Hamlins Factory site, Park Road

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

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

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

Policy DIS 6 : Former Hamlins Factory site, Park Road

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

The developers of the site will be required to ensure:

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

DIS 7 – Feather Mills site, Park Road

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

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

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

Policy DIS 7 : Feather Mills site, Park Road

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

The developers of the site will be required to ensure:

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

DIS 8 – Land at Station Road/Nelson Road

This site is adjacent to existing employment land to the north (Frontier), existing housing to the east and south, and the railway line to the west.

The site is a part vacant/part coal yard remainder of South Norfolk Local Plan (SNLP) DIS 2 mixed use allocation. Part of the site is currently permitted in outline for B1 uses with a requirement for an east-west link road to the station, which is currently part built. At time of writing (September 2013), there is also a proposal to build a care home on part of the site. A 76-bed care home on part of the site was granted planning permission in December 2013.

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

Policy DIS 8 : Land at Station Road/Nelson Road

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

The developers of the site will be required to:

1. Restrict uses to those compatible with adjacent housing and the outline planning permission for the site (B1 uses);
2. Redevelop the Station Road coal depot (located to the west of the Nelson Road) to include completion of link road to Diss railway station from Nelson Road;
3. Assess the potential for contaminated land on the site (and manage appropriately any contamination found);
4. Make local footpath improvements and safe access, plus high quality footway/cycleway links to Diss railway station;
5. Provide appropriate landscaping on boundaries to adjacent housing;
6. Contribute towards protection and enhancement of green infrastructure along Frenze Brook, including enhancement of the County Wildlife Sites and adjacent land currently used for informal access;
7. Wastewater infrastructure capacity must be confirmed prior to development taking place;
8. Apply Norfolk Minerals and Waste Core Strategy Policy CS16, as this site is underlain by safeguarded mineral resources;
9. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.

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

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

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

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

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

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

The developer of the site will be required to:

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

DIS 10 – Diss Business Park

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

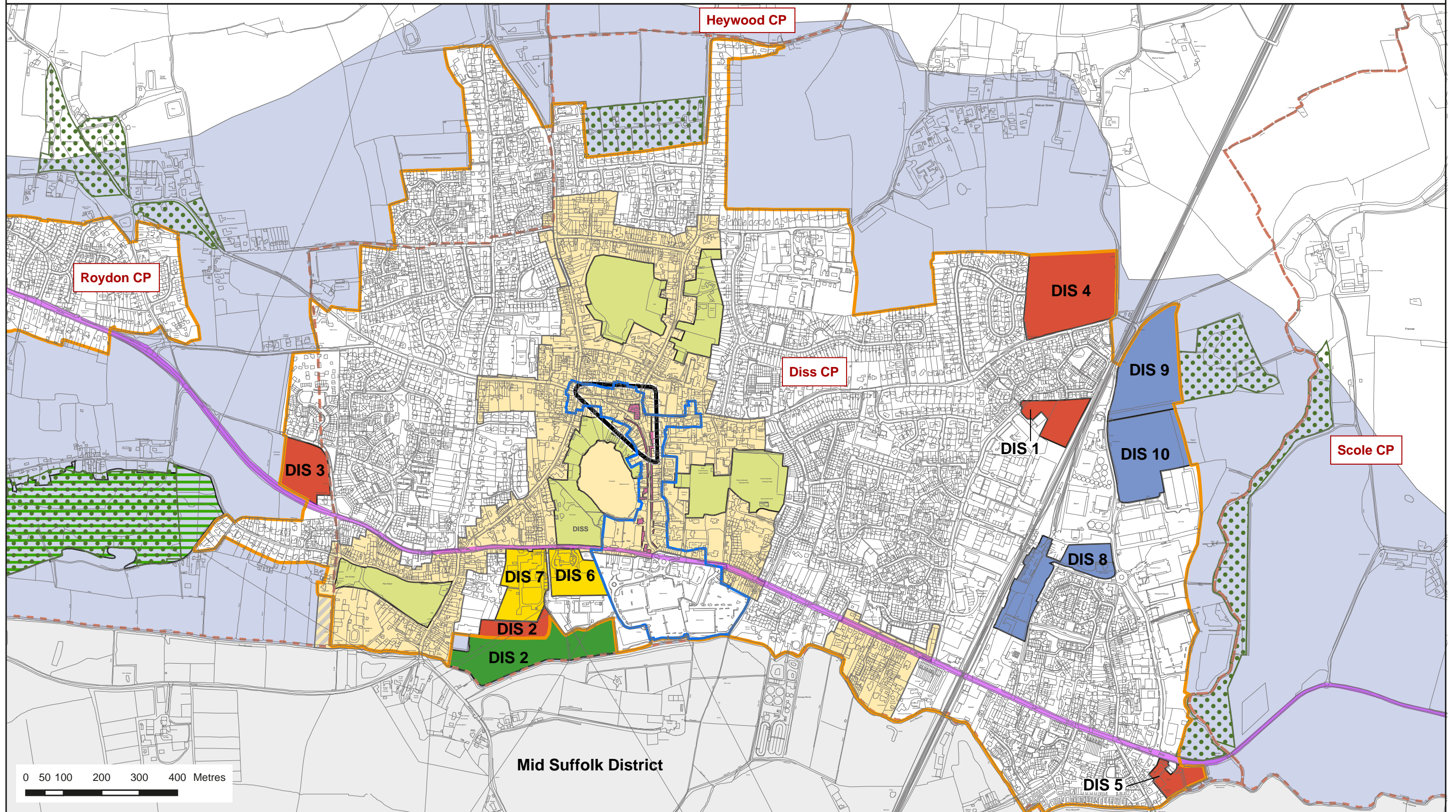
It is allocated to safeguard its continued use as employment land (in line with Policy 5 of the Joint Core Strategy).

Policy DIS 10 : Land at Diss Business Park

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

The developer of the site will be required to:

1. Restrict uses based on extant planning permission ref: 2004/1590 i.e. B1, B2 and B8;
2. Take account of the constraints caused by a gas pipeline within the northern part of the site;
3. Ensure safe access and deliver improved footpath links to the town centre and rail station;
4. Retain trees and deliver appropriate landscaping along site boundaries;
5. Protect the adjacent County Wildlife Site to the north-east from unacceptable impacts;
6. Contribute towards protection and enhancement of green infrastructure along Frenze Brook, including enhancement of the County Wildlife Sites and adjacent land currently used for informal access. All green infrastructure should be integrated with that of surrounding sites;
7. Wastewater infrastructure capacity must be confirmed prior to development taking place;
8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.



- | | | | | |
|----------------------|-----------------------|------------------------|----------------------------|-----------------------|
| Development Boundary | Housing Allocation | Open Space Amenity | Diss Heritage Triangle | County Wildlife Sites |
| Parish Boundary | Employment Allocation | Primary Shopping Area | Important Local Open Space | River Valleys |
| Conservation area | Mixed Use Allocation | Town or Village Centre | Local Nature Reserve | Corridors of Movement |

Scale at A3:
1:10,000



Harleston (Rural Area)

Policy 13 of the Joint Core Strategy (JCS) identifies Harleston as a Main Town which, subject to the resolution of servicing constraints, will accommodate additional housing in the range of between 200 to 300 new dwellings, between 1 April 2008 and 31 March 2026. Job growth will be encouraged to serve this growth and the town's catchment, and the JCS provides for the expansion of existing employment areas.

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

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

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

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

Form and Character

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

The South Norfolk Landscape Character Assessment classes the town's surrounding landscape as mainly Waveney Tributary Farmland, characterised by open valleys with distant views sensitive to development and extensions to its compact settlements.

The town's centre is based on a triangle of roads comprising The Thoroughfare (the main shopping street), Broad Street, The Old Market Place and Exchange Street, with a focus on The Market Place at the southern end. The town centre includes significant historical buildings such as the clock tower and a series of relatively hidden enclosed courts and yards to the west of The Thoroughfare and to the east of Broad Street and The Old Market Place. These largely developed from old coaching inns and their service buildings. The centre's historical significance is reflected by the designated conservation area.

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

Services and Community Facilities

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

Communication

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

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

Development boundary and Constraints

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

Inadequate sewerage infrastructure and surface water flooding are significant constraints in Harleston. During periods of intense rainfall, surface water flooding events in the town centre can occur. As a result, all allocated sites will need to show how they will address surface water drainage and sewerage infrastructure constraints to the satisfaction of Anglian Water and the Environment Agency in each case.

HAR 1 - Land at Mendham Lane

This site lies on the eastern edge of Harleston, off Mendham Lane, with existing residential areas to the north and west, and open countryside to the east and south. It was previously allocated for housing in the last Local Plan, but did not come forward as the redevelopment of brownfield sites in the town was prioritised. An allocated site for open space/amenity (HAR 2) lies on its north-east boundary, which must be delivered in combination with HAR 1. Allocated site HAR 3 (for housing) lies to the south-west corner of the site.

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

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

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

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

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

The developers of the site will be required to:

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

HAR 2 – Land at Mendham Lane (open space allocation)

This greenfield site lies south of existing dwellings, and is on the north-east corner of allocated site HAR 1. It is allocated to provide for the open space needs of residential site HAR 1.

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

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

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

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

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

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

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

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

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

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

The developers of the site will be required to:

1. Provide a safe highway access to Mendham Lane;
2. Make provision of footway/cycleway link along Mendham Lane to the Fuller Road Industrial Estate and the junction with Spirkett's Lane;
3. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
4. Implement a suitable drainage strategy (SuDS) where practicable;
5. Wastewater infrastructure capacity must be confirmed prior to development taking place.

HAR 4: Land at Spirkett's Lane

This greenfield site is surrounded to the west, north and north-east by existing housing and to the east by an existing lorry park (allocated for employment uses as HAR 8). The southern boundary is formed by Spirkett's Lane. The site was previously allocated under the last Local Plan for 30 dwellings in the northern part and employment in the southern part, but it is felt that housing would be the most appropriate use now. The site could accommodate approximately 95 dwellings.

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

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

Policy HAR 4 : Land at Spirkett's Lane

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

The developers of the site will be required to:

1. Provide new and/or improved pedestrian and cycleway links to the town centre, Fuller Road Industrial Estate and allocated employment site HAR 6 and improve links to HAR7
2. Provide highways access via both Willow Walk and Spirkett's Lane;
3. Provide adequate and appropriate buffering/screening along the south-eastern part of the site bordering the existing lorry park (allocation HAR 6) to mitigate potential noise and lighting impacts on residential areas;
4. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
5. Implement a suitable drainage strategy (SuDS where practicable);
6. Wastewater infrastructure capacity must be confirmed prior to development taking place.

HAR 5: Land off Station Hill

This site – mostly cleared – is the location of the former Harleston railway station (which closed in 1953), which has been in use as a base for Bullen Developments for some years. It is surrounded by existing housing, although the grounds of Harleston Primary School lie only a short distance to the south-east.

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

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

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

Policy HAR 5 : Land off Station Hill

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

The developers of the site:

1. Will be limited to any foodstore provision to a single site of 270m² net floorspace, to be run by a single operator;
2. Will not be allowed to develop any dedicated non-food retail or class A2, A3, A4 or A5 units. Any non-food retail will only be acceptable if it is ancillary to the main use of the building (for instance, a trade counter for direct sales to the public);
3. Will be restricted to B1 employment uses (B2 and B8 uses will not be permitted);
4. Must ensure that any building designs for the elevated sections of the site are low-profile and appropriate in terms of overlooking, with landscape screening to elevated area boundaries overlooking adjacent development;
5. Must ensure that the layout, form and character of development relates well to the adjacent housing, listed building setting and ex-railway station buildings;
6. Should contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;

7. Must deliver a suitable drainage strategy (SuDS where practicable);
8. Wastewater infrastructure capacity must be confirmed prior to development taking place;
9. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.

HAR 6: Land at Spirkett's Lane

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

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

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

Policy HAR 6 : Land north of Spirkett's Lane

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

The developers of the site will be required to:

1. Restrict employment uses to ensure that amenity impacts on adjacent housing are not unacceptable;
2. Deliver pedestrian and cycleway links to Spirkett's Lane and existing and proposed adjacent housing areas to the west;
3. Provide enhanced landscape screening on western and northern boundaries of the site;
4. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
5. Deliver a suitable drainage strategy (SuDS where practicable);
6. Wastewater infrastructure capacity must be confirmed prior to development taking place.

HAR 7: Land south of Spirkett's Lane

This greenfield site lies south of the Fuller Lane Industrial Estate. It also borders one of the main A143 Harleston junctions, and is therefore a key gateway location to the town. Given its location remote from residential dwellings, general industrial activities (use class B2) and storage and distribution activities (use class B8) would be more appropriate here than at other potential employment allocations in Harleston. However, a high-quality B1 business park could also work well.

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

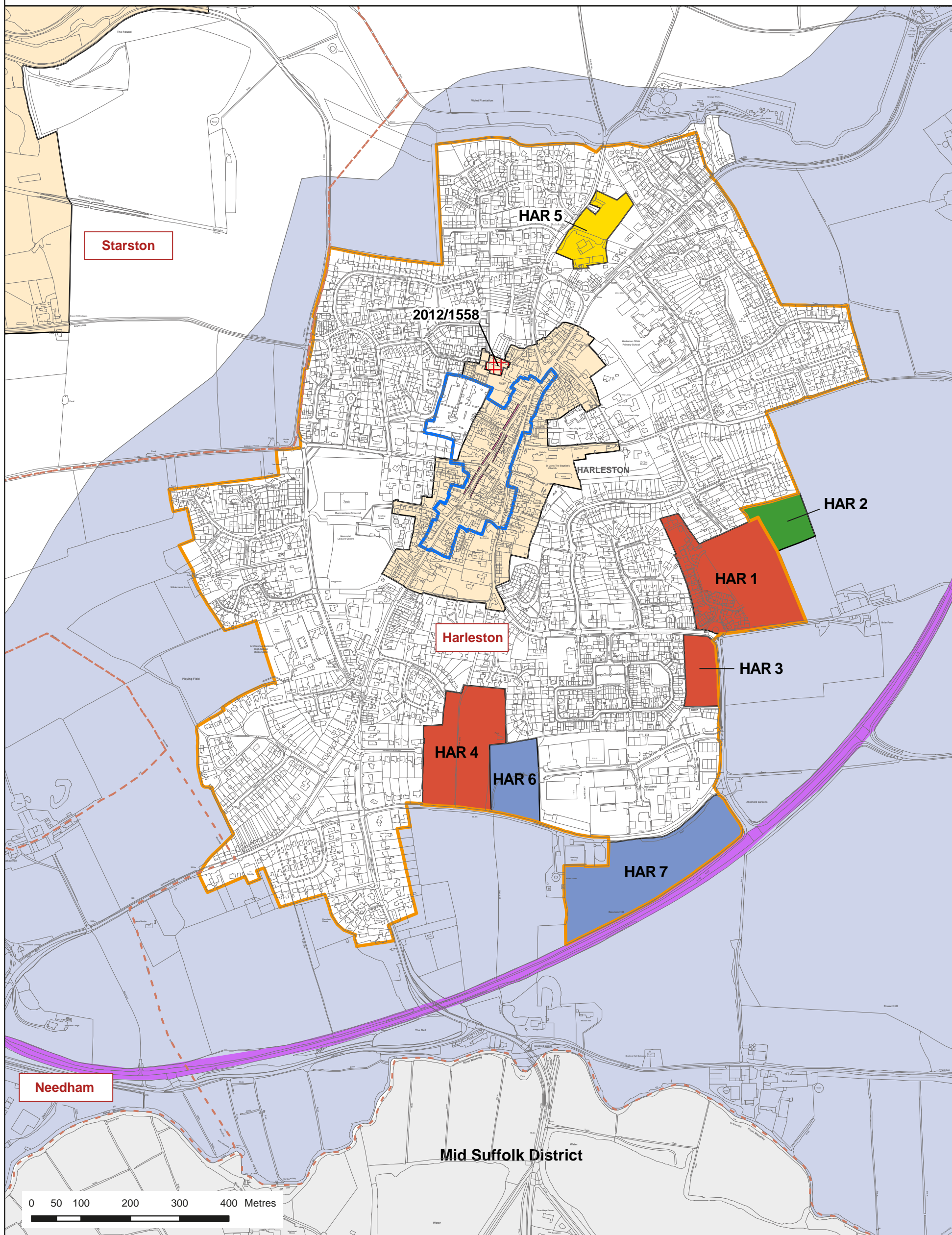
Landscaping/enhanced planting along all site boundaries will be necessary

Policy HAR 7 : Land south of Spirkett's Lane

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

The developers of the site will be required to:

1. Provide road access from Spirkett's Lane (rather than directly off the A143);
2. Provide footway/ cycleway links for the length of the Spirkett's Lane site frontage to join to new footway/cycleway links from allocated housing site HAR 4;
3. Provide enhanced planting along all site boundaries;
4. Protect the mature tree belt along Spirkett's Lane frontage;
5. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;
6. Deliver a suitable drainage strategy (SuDS where practicable);
7. Wastewater infrastructure capacity must be confirmed prior to development taking place;
8. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.



- | | | | |
|----------------------|-----------------------|-------------------------------|-----------------------------------|
| Development Boundary | Housing Allocation | Open Space/Leisure Allocation | River Valleys |
| Parish Boundary | Employment Allocation | Town or Village Centre | Commitment Site see Policy DM 1.5 |
| Conservation area | Mixed Use Allocation | Primary Shopping area | Corridors of Movement |

N
Scale at A3:
1:7,500