

# Shaping the future of Long Stratton to 2026



Long Stratton Area Action Plan  
Adoption Version  
May 2016

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## Foreword

Producing an Area Action Plan (AAP) is the best way to ensure that the housing growth planned for Long Stratton over the next 15 years will be absolutely conditioned to the creation of a bypass, something local people have campaigned for over 70 years.

But planning for growth isn't just about a bypass. It's also planning for improvements to the village centre including improvements to public transport, new leisure & education facilities and local employment opportunities.

Developing a robust Area Action Plan means that we can control growth in housing, employment, services and infrastructure and make sure that they are completed in a co-ordinated way. Controlled development means that Long Stratton can become one of the best places to live in South Norfolk.

**John Fuller**  
**Council Leader**

# 1. Introduction

## Introduction

- 1.1 Area Action Plans (AAPs) provide the planning framework for places where significant development is planned and/or conservation needed. South Norfolk Council has prepared an AAP for Long Stratton due to the amount of growth required between 2008 and 2026 in Policy 10 of the Joint Core Strategy (JCS).
- 1.2 The JCS identifies Long Stratton for growth of at least 1,800 new dwellings and employment opportunities, and importantly states that the development in Long Stratton is required to deliver a new bypass for the village, alongside other infrastructure. The JCS also refers to the need to enhance the centre of the village, with environmental improvements, traffic management and expanded services, in order to raise the perception of Long Stratton from a large village to a small town. Additionally, the JCS identifies the importance of conserving the ancient landscape to the east of the village within a wider green infrastructure corridor. The JCS does not identify the location of new development as this is identified in this AAP.
- 1.3 The AAP is not only about allocating new development, but about the whole settlement. The bypass is designed to benefit the wider community and new infrastructure, expanded facilities and environmental enhancements need to deliver improvements for existing residents and businesses as well as meeting the needs of growth. The Long Stratton AAP designates areas land for housing, employment and green infrastructure in line with the priorities of South Norfolk Council to:
  - Improve our quality of life and the environment in which we live in;
  - Promote a thriving local economy.
- 1.4 The Council has defined a boundary for the Long Stratton AAP which extends in to the adjoining parish of Tharston and Hapton. The settlements of Tharston and Hapton are classified as smaller rural communities in the JCS and not considered suitable for new housing. Consequently, only the parts of Tharston that are closer to Long Stratton are included in the AAP. The adopted Long Stratton AAP will form part of the Local Plan for South Norfolk and will be used by the Council when making planning decisions about future development in the area covered.



### 1.5 **A Vision for Long Stratton**

The Council has listened to the views of the local people in Long Stratton and balanced these against the requirements of the JCS and the National Planning Policy Framework (NPPF) to develop a vision for Long Stratton to 2026, which forms the basis of the policies and proposals in the AAP.

#### **Vision**

“Long Stratton - a revitalised large village based around its historic linear street pattern and Conservation Area, growing and building on its existing broad range of jobs and services into a thriving small town. The delivery of a bypass will enable a safer and more inviting town centre with increased shops and services and an enhanced Conservation Area.”

### **National Planning Policy Framework (NPPF)**

- 1.6 The National Planning Policy Framework (NPPF) was published in March 2012 and replaced a large number of national planning guidance and policy documents. A presumption in favour of sustainable development is at the heart of the NPPF and paragraph 14 states that this ‘should be seen as a golden thread running through both plan-making and decision-taking’.
- 1.7 Paragraph 14 also states that local planning authorities should ‘positively seek opportunities to meet the development needs of their area’ and that Local Plans ‘should meet objectively assessed needs ... unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits ...’.
- 1.8 This AAP must be considered alongside the policies in the NPPF. Where a particular topic area is covered by the NPPF, these policies have not been repeated in the AAP, unless there are particular local circumstances that the AAP needs to address.

### **A Sustainable Future – South Norfolk’s Local Plan**

- 1.9 The adopted South Norfolk Local Plan (March 2003) is being replaced by a new Local Plan. The new Local Plan will provide a ‘blueprint’ for future development and growth in the South Norfolk Council area and seeks to embrace ‘spatial planning’ which addresses the social, environmental and economic needs of our communities now and in the future.
- 1.10 The Local Plan is made up of a suite of documents which are set out in the diagram below:



### **The Joint Core Strategy (JCS)**

- 1.11 The JCS was prepared jointly by South Norfolk Council, Norwich City Council and Broadland District Council, working in partnership with Norfolk County Council. It sets out the long-term vision and strategy for the Greater Norwich area up to 2026. It guides future decisions on where to locate new homes, businesses and leisure facilities but it does not identify any particular sites for development. The Joint Core Strategy was adopted in March 2011, with amendments adopted in January 2014.
- 1.12 Policy 10 of the JCS identifies locations for major new or expanded communities in the Norwich Policy Area, which includes Long Stratton. The JCS ranks Long Stratton as a Key Service Centre for growth of at least 1,800 new homes. (For the full policy wording of the Long Stratton section of Policy 10 see Appendix 1).
- 1.13 Employment in Long Stratton is referenced under Policies 9 and 10 of the JCS which identifies the need for new employment development to serve local needs of major growth locations. These policies also reference the requirement for improvements to the town centre, including traffic management, environmental enhancements and expanded facilities.
- 1.14 The JCS also contains a range of other policies such as affordable housing levels (Policy 4), requirements relating to energy and water (Policy 3) and promoting good design (Policy 2). This AAP should be considered alongside the policies in the JCS. Where a particular area is covered by the JCS, these policies have not been repeated in the AAP,

unless there are particular local circumstances that the AAP needs to address.

### **The JCS and Objectively Assessed Housing Need**

- 1.15 The JCS sets out the housing requirement from commitments and allocations and the Site Specific Allocations and Policies Document, Wymondham Area Action Plan, Long Stratton Area Action Plan and Cringleford Neighbourhood Plan (taking into account the Development Management Policies Document) include policies and allocations to ensure that this is met.

### **South Norfolk Local Plan Documents Allocating Sites**

- 1.17 In addition to the Long Stratton AAP four other South Norfolk Local Plan documents allocate sites to implement the requirements of the JCS:

#### **The Site Specific Allocations and Policies Document**

- 1.18 The Site Specific Allocations and Policies document (see [www.south-norfolk.gov.uk/ss](http://www.south-norfolk.gov.uk/ss)) provides for development growth across the majority of towns and villages in South Norfolk under the settlement hierarchy in the JCS.

#### **The Wymondham Area Action Plan**

- 1.19 The Wymondham AAP (see <http://www.south-norfolk.gov.uk/planning/5151.asp>) provides for development growth of 2,200 new homes in line with Policy 10 of the JCS. A key aim of the Wymondham AAP is to provide for housing, green infrastructure, retail and employment growth as well as education provision.

#### **The Cringleford Neighbourhood Plan**

- 1.20 Cringleford is allocated a minimum of 1,200 dwellings in Policy 10 of the JCS. The Cringleford Neighbourhood Development Plan was formally adopted by the Council in 2014 and now forms part of the development plan for South Norfolk.

#### **The Gypsy and Traveller Local Plan Document**

- 1.21 Sites for gypsies and travellers are not included in the wider Site Specific Allocations and Policies and AAP documents. A separate Gypsy and Traveller Local Plan Document (which is in preparation) will allocate land for the development of sites in South Norfolk (see <http://www.south-norfolk.gov.uk/gtlp>).

### **Other South Norfolk Council Planning Documents**

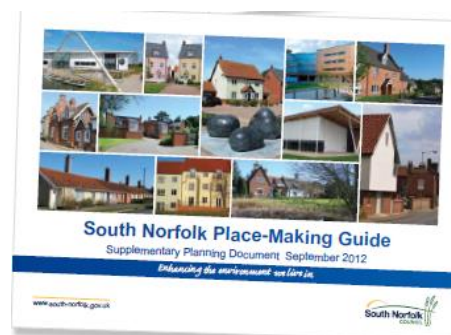
- 1.22 A number of other documents have also been produced, which will form part of the new South Norfolk Local Plan:

#### **Development Management Policies Document**

- 1.23 The Development Management Policies document will set out specific policies which will be used to determine planning applications (alongside JCS policies) (see [www.south-norfolk.gov.uk/dmpolicies](http://www.south-norfolk.gov.uk/dmpolicies)).
- 1.24 Non-specific development management policies such as protection of employment areas have not been repeated in the Long Stratton AAP. Long Stratton-specific policies such as the town centre boundary are included in the Long Stratton AAP.
- 1.25 Other designations and constraints e.g. County Wildlife Sites, Sites of Special Scientific Interest, Hazardous Installations, Strategic Gaps, Special Areas of Conservation, Ancient Monuments, Historic Parks and Gardens, Local Nature Reserves and Neighbouring Authority areas are shown on the Policies Map for both the Long Stratton AAP (where relevant) and the Development Management Policies document.

### **South Norfolk Place Making Guide – Supplementary Planning Document (SPD)**

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



- 1.27 The Place-Making Guide expands upon the policies in the JCS, in particular Policy 2 'Promoting Good Design' and is a material consideration in the determination of planning applications.

### **South Norfolk Sustainable Community Strategy**

- 1.28 Working as part of the South Norfolk Alliance, the Council consulted with South Norfolk residents to inform the production of the South Norfolk Sustainable Community Strategy – Important Issues Local Action 2008-2018. Eight themes were prioritised as a result of joint



consultation events during the Site Specific Allocations and Policies Issues and Options consultation in 2010.

- Thriving economy
- Improving skills and improving aspirations
- Improving housing
- Environmental sustainability
- Stronger communities
- Safer communities
- Supporting independence
- Improving health and well being

- 1.29 The Joint Core Strategy sets out the spatial portrait and vision for South Norfolk and contains clear planning objectives which are derived from the themes in the Sustainable Community Strategy. The Long Stratton Area Action Plan sets out a clear vision and objectives to guide the policies in the document which are in conformity with the Joint Core Strategy and Sustainable Community Strategy. Consideration was also given to the themes in Norfolk County Council's Strategic Partnership delivery plan (Community Strategy) called 'Norfolk Ambition'. This has since merged in to the Norfolk Joint Health and Wellbeing Strategy 2013/14.

### **The Duty to Co-operate**

- 1.30 The Localism Act 2011 introduced the concept of the 'duty to co-operate', which requires bodies involved in planning to work together on issues that are of bigger than local significance (e.g. key development proposals and infrastructure projects). The production of the JCS and continued joint working with Broadland District Council, Norwich City and Norfolk County Councils ably demonstrates co-operation. A separate 'Duty to Co-operate' paper has been produced which illustrates the wider work undertaken to fulfil the duty.

### **Evolution of the Long Stratton AAP**

- 1.31 There have been five formal consultation periods in the evolution of the Long Stratton AAP. These have included engaging with local communities, service and infrastructure providers, regulatory bodies, site promoters and other interested parties. For more details about how the Long Stratton AAP has been developed, see the Consultation Statement which has been produced alongside this AAP.

#### **2010 and 2011 Public Consultations**

- 1.32 Prior to beginning detailed work on the Long Stratton AAP, the Council had already asked general questions about the AAP and individual sites suggested for development as part of the Site Specific Allocations and Policies document. The first public consultation on this document took place between 1 September and 19 November 2010 and a

second consultation took place between 29 August and 18 November 2011. Responses received to these consultations were taken into account when preparing the Long Stratton AAP.

### **Long Stratton 2026 Preparing for an Action Plan**

- 1.33 The Council consulted local people between 29 August and 18 November 2011, specifically to gather views about future development in Long Stratton. A leaflet and survey called 'Long Stratton 2026 preparing for an Action Plan' were sent to all homes and businesses in the parish of Long Stratton and surrounding parishes. The Council also wrote to a large number of other people including relevant service and utility providers, regulatory and amenity bodies, town and parish councils and other statutory consultees.

### **Preferred Options Consultation**

- 1.34 The Council used the results of the 2010, 2011 and the 'Long Stratton 2026' consultations, plus a detailed assessment of sites to develop a Preferred Options consultation document. Consultation on the Preferred Options took place between 20 May and 26 July 2013. Responses received to this consultation have been taken into account when preparing the Pre-Submission Long Stratton AAP.

### **Submission**

- 1.35 Between August and October 2014 the Council undertook six weeks consultation on a Pre-Submission version of the AAP; the responses to this consultation were forwarded to the Planning Inspectorate when the AAP was formally submitted in March 2015 for Examination in Public for consideration as part of that process.

## **Sustainability Appraisal and Evidence Base**

- 1.35 A key requirement of ensuring that the plan is robust and appropriate is that the decisions are based on credible and reliable evidence. Sustainability Appraisal (SA) is the process which has been used to test the economic, social and environmental sustainability of the potential policies and sites as the Long Stratton AAP has developed. All Local Plan documents are required to undertake SA which incorporates the requirements of the EU Strategic Environmental Assessment (SEA) Directive.
- 1.36 Sustainable development lies at the heart of the planning system and SA performs a key role in providing a sound evidence base for the plan and forms an integrated part of the plan preparation process. SA must inform the evaluation of alternatives and should demonstrate that the plan is the most appropriate, given the reasonable alternatives. The SA Report has been published alongside this document and provides details as to how the SA process has informed policy formulation and site selection.

### **Consideration of Alternatives**

- 1.37 25 sites were put forward by landowners and developers as having potential for development in Long Stratton. The selection process was informed by a combination of Sustainability Appraisal, public and stakeholder consultation responses, evidence base information and assessments of site suitability, availability and deliverability. All sites suggested for development were considered carefully and recommendations on site selection were approved by South Norfolk's Cabinet prior to inclusion in the AAP document. Details of sites that have been assessed and rejected (and therefore not allocated) are included in the site assessment tables in the Sustainability Appraisal.
- 1.38 The Sustainability Appraisal assessed four broad housing options which considered the distribution of new homes in Long Stratton, three based around a total of 1,800 dwellings and a fourth based on 2,400 units. These were assessed alongside three employment options for accommodating up to 12 hectares of employment land. The Sustainability Appraisal also assessed the other proposed policies and proposals against the sustainability objectives to identify any potential effects which may need to be mitigated.
- 1.39 In addition to the 1,800 new dwellings as identified in the JCS, applications for totalling 181 new dwellings on other sites within the village have been granted planning permission in advance of the adoption of the Long Stratton AAP. As part of the process of determining the application, it was considered that these homes will be additional development to the 1,800 figure.

#### **Land Allocations - Ownership, Viability and Constraints**

- 1.40 Information received from key stakeholders, infrastructure providers and delivery agents, relating to the deliverability of sites has been particularly important in ensuring that the AAP is robust and deliverable. All landowners/site promoters have confirmed in writing that their land is deliverable and viable for the proposed allocated development uses and associated developer requirements. More detailed viability work has been undertaken by the Council and it shows that the Long Stratton AAP is viable at the whole-plan level, as required by paragraph 177 of the National Planning Policy Framework. The Viability Report is available to view in the Evidence Base.
- 1.41 Policy 20 of the Joint Core Strategy (*Implementation*) recognises that the use of Compulsory Purchase Order (CPO) powers will be exercised where appropriate, stating that (*inter alia*): "*Local Planning Authorities and the County Council will make use, where necessary, of their legal powers to bring about strategically significant development, including compulsory purchase*". Land being allocated in the AAP is within a number of separate ownerships and agreement between these different landowners will be necessary to successfully deliver the AAP. If it becomes apparent that the delivery of the objectives of the Long Stratton AAP is being delayed or compromised, the Council may exercise its compulsory purchase powers under Section 226(1) of the

1990 Town and Country Planning Act (as amended) to bring forward any allocated sites.

### **Background Evidence Studies and Reports**

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

- Strategic Housing Land Availability Assessment (GNDP)
- Green Infrastructure Study (GNDP)
- Infrastructure Delivery Plan (GNDP)
- Open Space, Sport & Recreation Assessment (GNDP)
- Employment Land Review (Arup Study) (GNDP)
- Site Assessment Tables (South Norfolk Council)
- Landscape Character Assessment (South Norfolk Council)
- South Norfolk Place-Making Guide SPD (South Norfolk Council)
- JCS Topic Papers (GNDP)
- Historic Characterisation and Sensitivity Assessment 2009 (GNDP)
- Habitats Regulations Assessment (South Norfolk Council)
- JCS Annual Monitoring reports (GNDP)
- Supporting Paper on Housing Land Supply (South Norfolk Council)
- Viability Report (South Norfolk Council)
- Education capacity information (South Norfolk Council)
- JCS Water Cycle Study

### **Safeguarding of Minerals and Waste Sites**

- 1.43 South Norfolk has areas of land located on identified mineral resources (sand and gravel) on the British Geological Survey (BGS) mineral resources map (2004). Paragraph 143 of the NPPF requires that Local Plans should define Minerals Safeguarding Areas and adopt appropriate policies to ensure that specific mineral resources are not needlessly sterilised by development. The adopted Norfolk Minerals and Waste Core Strategy does this through Policy CS16 (Safeguarding). Policy CS16 is referenced in the Site Allocation Area Policy as having underlying mineral resource requiring investigation.

### **Water Conservation Management**

- 1.44 South Norfolk has had a series of meetings with Anglian Water and the Environment Agency and agreed a position statement:

*'Over the longer term, providing that development is suitably phased waste water treatment and protecting the environment need not pose a significant obstacle to delivering the 1,800 dwellings proposed for Long Stratton'*

- 1.45 A single policy is proposed to encompass land to accommodate both housing and main employment growth. To ensure that any constraints are recognised, it will be referenced in Policy LNGS1 to require that:

Site Allocation Policy Area

*'As a priority a foul water strategy to be agreed with Anglian Water and the Environment Agency, regarding the nature and timing of capacity improvements and upgrades to the foul water public sewer network and Water Recycling Centre. No more than 1,000 dwellings occupied prior to written agreement with Anglian Water and the Environment Agency regarding solutions to current capacity constraints'*

**Habitats Regulations Assessment**

- 1.46 To comply with European legislation, a Habitat Regulations Assessment (HRA) under the Habitats Directive 1994 is mandatory for all relevant development plan documents. This is to ensure that policies and proposals will avoid adverse effects on certain habitats of national and international significance, whether these are already protected by a formal designation or are sites proposed for such protection (candidate sites). The Long Stratton AAP may only be adopted after it has been shown that it will not adversely affect the integrity of the sites concerned.
- 1.47 An Appropriate Assessment screening report has been undertaken by Norfolk County Council. It concludes that site proposals within the Site Allocations document, the Wymondham AAP, the Long Stratton AAP and the Cringleford Neighbourhood Plan, either alone or in combination with other growth proposals identified by the JCS, would be unlikely to have an adverse effect upon the integrity of any European site, subject to the delivery of the necessary mitigation as set out in the Appropriate Assessment of the JCS.

**Community Infrastructure Levy (CIL)**

- 1.48 The Council has worked jointly to prepare a CIL charging schedule for each of the three GNDP authorities. The charging schedules were examined in October 2012. The residential levy is set at £50 per m<sup>2</sup> (index linked) in the Outer Area which includes the area covered by this AAP. South Norfolk Council informed land owners and developers of the intention to adopt CIL, which were implemented from 1 May 2014. The full charging schedule can be seen at <http://www.south-norfolk.gov.uk/planning/5191.asp>



## 2. Key Characteristics of Long Stratton

- 2.1 Long Stratton is a large village approximately 16km south of Norwich. The village has a number of core facilities including a high school, library, medical centre and leisure centre, plus a range of other shops, services and community buildings. These have been the focus around which the settlement has seen steady expansion since the 1960s.

### **History**

- 2.2 Long Stratton has developed from its origins as a street village on the Norwich to Ipswich Road, a former Roman Road. The earlier parts of the village developed in a linear pattern, with coherent groupings of 16<sup>th</sup>, 17<sup>th</sup> and 19<sup>th</sup> century houses. This forms a long corridor, broadening out as a small market area at The Plain, in the centre of the village. Consequently the core of the village has a concentration of Listed Buildings that reflects the quality of the built environment. Housing and employment growth on either side of the line of the old Roman Road has considerably altered the historic characteristics of the village during the 20<sup>th</sup> century.

### **Population**

- 2.3 The number of dwellings in the parishes of Long Stratton and Tharston and Hapton grew by almost 30% in the 15 years up to 31<sup>st</sup> March 2012, with the combined population at the 2011 Census being 5,217.

### **Housing Growth**

- 2.4 To the west of the A140 estate scale development has taken place in four distinct areas, from the 1960s onwards, extending the village into the adjoining parish of Tharston and Hapton. Recently outline planning permission was granted for up to 120 further dwellings off Chequers Road, Tharston. Large-scale development to the east of the A140 has been limited to the 370-home Churchfields estate, completed in the early 2000's.

### **Transport and Access**

- 2.5 The A140 is a former trunk road which provides direct access to Norwich to the north and Diss and the A14 and Ipswich to the south. However the road is largely single carriageway and suffers from congestion at a number of points. Congestion is probably most pronounced at Long Stratton where bottlenecks in the centre of the village have long been recognised as a problem, leading to the long-running campaign to gain a bypass for the village. The village is served by a regular bus service, although bus priority measures along the A140 are limited.

### **Economy**

- 2.6 Long Stratton has a wide range of retail and community facilities. The number of shops and services is already high for a settlement of this

size, making it closer in function to a market town than most villages. In 2011 it was estimated that there were 1,900 jobs in Long Stratton<sup>1</sup>, with significant sub-regional employers, including South Norfolk Council and Saffron Housing Trust, as well as a range of employers at Tharston Industrial Estate. Although the village has a significant rural hinterland, the Long Stratton housing market area has the highest proportion of people in South Norfolk commuting over 10km to get to work and the highest proportion (39%) who work in the Norwich housing market area<sup>2</sup>. However the 2001 Census also demonstrated that the types of jobs available in Long Stratton attracted a high proportion (30%) of workers from outside the District.

## **Landscape**

- 2.7 A landscape character assessment of South Norfolk was originally undertaken in 2001<sup>3</sup> and reviewed in 2012<sup>4</sup>. The village sits in the Tas Tributary Farmland on the border with the Great Moulton Plateau Farmland landscape character area. The former lies principally to the north and west of the village and the latter to the south and east. In both areas Long Stratton represents one of the largest settlements in an otherwise relatively dispersed pattern of small-scale villages, with the Great Moulton Plateau in particular having an 'essentially open, unsettled character' (LUC, 2001)<sup>3</sup>. In both cases the areas are vulnerable to the impact on the historic settlement pattern from infilling and linear development and sensitive to the introduction of tall elements which would be intrusive to the sense of openness.
- 2.8 The Historic Landscape Characterisation that was undertaken as part of the JCS process<sup>5</sup> looked at five zones in and around the village. Any development sites will need to take account of the characteristics of the area within which they fall; however, the greatest care will be needed to the east of the village. In terms of the historic settlement along The Street, the potential impact of any new development should be outweighed by the removal of through traffic which has eroded the character through dirt, noise and severance. Indeed, the development which has extended either side of The Street has not, to date, been easily perceivable from the historic core itself, and because The Street is 'inward-looking and largely contained' it is unlikely to be affected unless new buildings are taller and out of scale with the existing development. To the east of the village the area retains many features typical of 'ancient' countryside (greens with cohesive settlements of timber buildings around them, church/hall complexes and the tracks which link them) plus a rare grid system of lanes which dates back to at

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<sup>1</sup> Source: Office for National Statistics licensed under the Open Government Licence v.1.0

<sup>2</sup> Greater Norwich Housing Market Assessment, September 2007

<sup>3</sup> South Norfolk Landscape Assessment – Vol. 2 Landscape Character Areas of the Norwich Policy Area (Land Use Consultants, June 2001)

<sup>4</sup> South Norfolk Local Landscape Designations Review - Landscape Character Areas & River Valleys in the Norwich Policy Area (Chris Blandford Associates, September 2012)

<sup>5</sup> Historic Characterisation and Sensitivity Assessment of the GNGP preferred option growth areas (Norfolk County Council, 2009)

least medieval times; although closer to the village there has been a noticeable loss of hedgerow boundaries.

### **3. The Vision and Objectives**

#### **A Vision for Long Stratton**

- 3.1 The AAP is based around a vision for Long Stratton and a set of objectives to deliver this vision. The vision and objectives have been derived from feedback from the various consultation exercises and the evidence base and balanced against the requirements of the Joint Core Strategy (JCS) and the National Planning Policy Framework (NPPF). The vision guides the policies and proposals in the AAP and the document is structured around the objectives, which form a heading to each chapter.

#### **Vision**

Long Stratton - a revitalised large village based around its historic linear street pattern and Conservation Area, growing and building on its existing broad range of jobs and services into a thriving small town. The delivery of a bypass will enable a safer and more inviting town centre with increased shops and services and an enhanced Conservation Area.

#### **Housing Objective**

A minimum of 1,800 new houses will be built in locations which support the form and function of the village and deliver a bypass. The bypass will be completed before 250 of the new homes are occupied. The new housing will meet the highest standards of design, energy and water efficiency and affordability whilst recognising the need to sustain and improve the distinctive character of Long Stratton and its surroundings. The necessary infrastructure, including social and community facilities, and public open space will be provided to support new development. Good walking and cycling routes will link the new housing to the town centre.

#### **Employment Objective**

Provision will be made to support a mix of local job opportunities and economic growth in Long Stratton including further opportunities for small businesses, and new commercial development relating to the enhanced town centre.

#### **Town Centre Objective**

The town centre will be revitalised following the removal of heavy lorries and other traffic through the delivery of a new bypass. The historic streetscape of the Conservation Area will be enhanced and a safer and more attractive environment will be created with potential to provide a new 'market place' to act as a focal point. The improved centre will enable the reuse of vacant buildings be brought back into use and additional retail provision will be made which is well related to the existing centre.

**Environment Objective**

New development will respect the local landscape character especially to the east of the existing village. This will also contribute to the surrounding green infrastructure network which will protect and enhance the biodiversity of the area.

Within the new development 'greens and commons' will be created to provide open space which will replicate the local historic landscape features and help create locally distinctive neighbourhoods.

The environment of the town centre will be significantly improved through measures to capture the benefits of the bypass removing through traffic to provide a safe and inviting location, more attractive for shopping and services and to provide an enhanced setting for the heritage assets, including those in the Conservation Area.

**Recreation Objective**

The health, wellbeing and quality of life of local residents will be improved and the sense of community that already exists within the village will be maintained and enhanced by protecting existing public open space and providing new recreation and community facilities to support existing and new development. Walking and cycling routes within the new developments will link with existing networks and provide access to both the town centre and surrounding countryside.

**Accessibility Objective**

Transport improvements including bus priority routes at the A140/A47 junction and an enhanced route to the city centre will be provided. The use of public transport will be maximised and safe and direct pedestrian and cycle routes will be provided to link existing and new development to town centre and local employment locations in Long Stratton. Bus waiting facilities will be improved.



## **4. THE AREA COVERED BY THE AAP**

### **The Boundary of the Area Action Plan**

- 4.1 The boundary of the AAP is shown on the Policies Map in Appendix 2. It illustrates the area that will be covered by the proposals and policies contained within this document.
- 4.2 The AAP is focussed on Long Stratton, with the other settlements around Long Stratton covered by the Site Specific Allocations and Policies document. However, the boundary of the AAP extends to adjoining parish of Tharston and Hapton to accommodate the JCS requirements.
- 4.3 The housing areas of Long Stratton already extend into Tharston and planning permission has been granted for up to 120 new dwellings off Chequers Road. In addition, significant elements of Long Stratton's employment area are also located in Tharston and Hapton parish, including the industrial estate at Chequers Road and Saffron Housing at Swan Lane, as well as the Long Stratton Medical Partnership. The settlements of Tharston and Hapton are considered classified as smaller rural communities in the JCS and not considered suitable for new housing in their own right. Consequently, only the parts of Tharston and Hapton that are closer to Long Stratton are included in the AAP.
- 4.4 Proposing a boundary for the AAP does not change the formal boundary of Long Stratton Parish in any way, nor do the policies and proposals in this plan necessitate the need for a change to the parish boundaries. Any changes to town or parish boundaries are undertaken through a different process and at present there are no plans to do so for the Long Stratton area.
- 4.5 The boundary of the Long Stratton AAP is different from its defined development boundary. Please see Section 11 for more details about the development boundary.

## **5. Housing and Delivering a Bypass**

### **Housing Objective**

A minimum of 1,800 new houses will be built in locations which support the form and function of the village and deliver a bypass. The bypass will be completed before 250 of the new homes are occupied. The new housing will meet the highest standards of design, energy and water efficiency and affordability whilst recognising the need to sustain and improve the distinctive character of Long Stratton and its surroundings. The necessary infrastructure, including social and community facilities, and public open space will be provided to support new development. Good walking and cycling routes will link the new housing to the town centre.

### **Long Stratton – a Location for Major Growth**

- 5.1 The JCS identifies Long Stratton as a location for major growth. Policy 10 of the JCS states that ‘at least’ 1,800 new houses should be built in Long Stratton up to 2026 which supports the form and function of the village and delivers a bypass.
- 5.2 New housing will meet the highest standards of design, energy and water efficiency and affordability, as specified in relevant policies from the JCS. Housing will also need to be delivered in a way that recognises and respects the importance of the historic character and natural environment that surrounds Long Stratton, particularly the Conservation Area, Tas Tributary Farmland, Great Moulton Plateau and ancient countryside. Necessary infrastructure and public open space must be secured through the policy requirements for allocated sites. The Council’s Development Management Policies document contains policies on housing quality, housing need, design principles and parking provision which developers will need to take into account when building new houses in Long Stratton, as elsewhere in the district.
- 5.3 The Council’s adopted ‘South Norfolk Place Making Guide Supplementary Planning Document’ aims to promote and secure good quality design in new development across the district and makes it clear what is expected when proposals for new housing are being developed and assessed. The guide expands upon planning policies in the JCS, and in particular Policy 2 ‘Promoting Good Design’. The guide will help to ensure that new housing in Long Stratton recognises and enhances its distinctive character.
- 5.4 Long Stratton is part of the Norwich Policy Area (NPA) within South Norfolk and the trajectory illustrating housing delivery in line with Joint Core Strategy requirements is shown in Appendix 4.

### **A Bypass for Long Stratton**

- 5.4 Housing growth is dependent on the delivery of a bypass. A bypass had received previous planning approval from Norfolk County Council in 2005 where an eastern route was preferred due to a higher level of public support, cost efficiency and fewer environmental constraints when assessed against the western alternatives. An eastern route has been promoted as a deliverable opportunity by the landowners, whilst no routes to the west have been actively promoted or shown to be deliverable.
- 5.5 The southern section of the bypass for Long Stratton will use the eastern corridor permitted in 2005, but includes a number of proposed changes. The whole route will be single-carriageway, as opposed to the previously permitted dual carriageway and will include at least one additional junction to access the planned growth. Being single carriageway significantly reduces the cost of the scheme and also changes the types of junctions that might be necessary. In order to produce access to development to the east the over-bridge at Hall Lane would be replaced by a junction (3 on the Policies Map, Appendix 2). The route north has been amended to reduce cost. The main changes are as follows:
- The proposed corridor will not necessarily require a roundabout at the southern end (4 on the Policies Map, Appendix 2), leaving the junction type to be determined at the planning application stage;
  - The route runs slightly further east in order to accommodate sufficient development for housing growth;
  - The route is approximately 1km shorter, ending south of Church Lane, Stratton St Michael;
  - The shorter route will not involve a major new roundabout at Hempnall Crossroads (the A140/B1135/B1527 junction), which will be dealt with separately by a junction improvement scheme; and
  - There is no need for an over-bridge at Church Lane (which is likely to have the resultant benefit of lowering the impact on the setting of St Michael's Church).
- 5.6 Details of the junction types will be considered through the site masterplan and planning application(s).
- 5.7 Whilst improvements to the Hempnall Crossroads are not specifically mentioned in JCS Policy 10, they are linked to the bypass in the JCS Infrastructure Framework. Over time improvements have been made to the junction within the existing highway, but further growth at Long Stratton will require a more significant improvement to be implemented. A junction improvement at Hempnall Crossroads will need to be agreed with Norfolk County Council and delivered early in the phasing of development.

## **Bypass Delivery**

- 5.8 Development of 1,800 dwellings within Policy LNGS1 will need to secure delivery of the bypass plus other necessary infrastructure to support growth. For the level of development proposed direct access from the A140 from more than one point will be required. The LNGS1 development and the bypass should come forward as a single proposal. The planning application(s) will include the comprehensive masterplan required by Policy LNGS1, with the bypass (at least) dealt with in detail.
- 5.9 The JCS (Policy 10 and Infrastructure Framework project T3) identifies that the bypass is a direct requirement of growth in Long Stratton and a pre-requisite for the scale of growth identified for the settlement. Given that the bypass is necessary in order to enable housing development to take place on LNGS1, a substantive element of funding is expected to come from the developer.
- 5.10 As well as facilitating the development of LNGS1, the objectives of the bypass include:
- improving the environment in Long Stratton by significantly reducing through traffic; and
  - providing economic benefits by reducing congestion on the principal road linking Norwich and Ipswich, thus supporting the economic aspirations of the New Anglia Local Enterprise Partnership (LEP).
- 5.11 The masterplanning of LNGS1 and the supporting detailed transport evidence will establish the design of the bypass. This will take into account the requirement for the bypass to fulfil a number of roles, including: access to substantial areas of new housing and employment; forming a strategic route; and providing the boundary to the east of the settlement. This will provide the context for the precise funding and delivery arrangements. In advance of the detailed design, the AAP does not set an alignment for the bypass but a broader safeguarded corridor within which the bypass can be delivered.
- 5.12 The public sector is committed to the construction and early delivery of the bypass to enable the housing growth, environmental improvements and reduction in congestion. The bypass is included in the Greater Norwich Growth Programme which will help co-ordinate and manage the timely delivery of strategic infrastructure across South Norfolk, Norwich and Broadland. Funding mechanisms available to implement the Growth Programme include direct grant, developer funding, pooled CIL and reduced rate borrowing which is available to the developer and the local authorities through the Greater Norwich City Deal. The mechanisms for collecting CIL are set out in the 'South Norfolk Council CIL Charging Schedule' which can be viewed at <http://www.south-norfolk.gov.uk/planning/5191.asp>.

- 5.13 The Council will continue discussions with landowners and potential development partners to deliver the objectives of the Long Stratton AAP. However, if it becomes apparent that the delivery of the objectives of the Long Stratton AAP is being delayed or compromised, the Council may exercise its compulsory purchase powers under Section 226(1) of the 1990 Town and Country Planning Act (as amended) to bring forward any allocated sites.

### **Bypass Phasing and Key Transport Improvements**

- 5.14 Phasing of the bypass and key transport improvements will form part of the detailed masterplan. It is anticipated that the bypass will be phased from north to south in conjunction with the new housing. Starting development to the north is desirable, in order to minimise traffic impacts on Long Stratton prior to completion of the bypass.
- 5.15 The bypass will need to be completed prior to the occupation of the 250<sup>th</sup> dwelling to address any highway implications as a result of the planned growth. Improvements to the centre of Long Stratton will be phased after the completion of the whole bypass and procured by the authorities. Subject to agreement from the Local Planning Authority, if further viability evidence demonstrates that the occupation threshold of 250 dwellings would impinge upon the delivery of the bypass, a variation to this threshold will be considered, providing that this does not compromise the other requirements of the AAP and would not cause unacceptable highways impacts.
- 5.16 Upon completion of the bypass, the section of road along the current A140 between the two northernmost and southernmost bypass junctions will no longer be part of the Primary Route network. Any additional accesses directly onto the *existing* A140 will either need to be between these two junctions or be designed to be part of the junctions themselves.

### **Employment Opportunities and Economic Growth**

- 5.17 The 9.5 hectares of employment development within LNGS1 will be suitable for uses within Use Classes B1, B2 and B8 as defined by the Use Classes Order. The delivery of this employment land is necessary to ensure the long term sustainability of Long Stratton. Ancillary and complementary job creating uses may be appropriate subject to consideration against the development management policies of the South Norfolk Local Plan, but these will not contribute towards the minimum 9.5 hectare requirement to be delivered as part of the LNGS1 allocation.



## **Supporting Infrastructure**

5.18 The level of development at Long Stratton will require a range of supporting infrastructure to ensure development is sustainable, this is likely to include:

- Primary School provision as set out in LNGS1
- Expansion of Long Stratton High School
- Expansion of Long Stratton Library (approx. 130 sq.m)
- A range of house types, in line with JCS policy, including an element of Housing with Care.

The Council will support early engagement between Norfolk County Council Children's Services and Long Stratton High School with regard to developing a masterplan for the timely expansion of the school to accommodate the level of housing growth.

## **Green infrastructure**

5.19 The Indicative Green Infrastructure Plan at Appendix 3 identifies the green infrastructure necessary to deliver the requirements of the AAP. However, whilst the location of the Green Infrastructure is shown as indicative on the Plan, the requirement for Infrastructure which achieves the same outputs is a necessity. The area sits in the Tas Tributary Farmland on the border with the Great Moulton Plateau Farmland landscape character area. This includes a network of public access routes and existing common land, linking across to the long distance Norfolk Trails. These encompass the Conservation Area, numerous County Wildlife Sites, common land and ancient woodland which make an important contribution to the setting to the east of the village. Development will be instrumental in integrating locally characteristic greens, hedgerows, woodlands and ponds in to development east and west of Long Stratton.

5.20 Without proper consideration, the proposed bypass could sever public links with the countryside and divide a population of protected species. The growth of Long Stratton may put pressure on local County Wildlife Sites which are used for dog walking and other recreational activities.

5.21 Green infrastructure will need to include strategic public links across the bypass to existing rights of way and develop circular walks linking Long Stratton to Norfolk Trails. Green Infrastructure will also be important to maintain migration routes of local wildlife and in creating new areas for wildlife including two new commons<sup>6</sup>. Development of the LNGS1 allocation will need to consider:

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<sup>6</sup> The reference to newly created commons does not refer to "commons" in the legal sense, but to the nature and layout of the open space, reflecting the character of the historic commons, rather than being laid out as formal recreation spaces. The reference to primary public crossing relates to the fact that this crossing would need to be provided as part of the proposed central junction, shown at 3 on the Policies Map, whilst the secondary public crossings need not be associated with a vehicular junction.

- A primary public crossing<sup>6</sup> between Long Stratton and the wider countryside across the proposed bypass [LS1];
- Secondary public crossings<sup>6</sup> for pedestrians from Long Stratton to the countryside across the bypass [LS2];
- A newly created common<sup>6</sup>, primarily for public use as a 'gateway' to Long Stratton from the east [LS3];
- A newly created habitat of a common<sup>6</sup> with ponds for protected species with some restricted public access. This will be bisected by the bypass and must have a culvert under the road to avoid dividing a population of protected species [LS4];

Additional consideration should be given to the following GI projects, which could be delivered over the longer term through CIL, projects of existing wildlife/conservation bodies or community groups:

- Improvements to public access links from Long Stratton to existing common land [LS5];
- Securing public access to a public footpath between Wacton Common and Long Stratton [LS6];
- Improve the quality of local County Wildlife Sites to mitigate for increased visitor pressure [LS7];
- Improvements to public access between Long Stratton and Norfolk Trails and promotion of circular walks to encourage health and wellbeing [within the area of LS8 and LS9].

- 5.22 The development of the bypass, housing, employment sites and other supporting infrastructure should avoid the use of the best and most versatile agricultural land (Grades 1, 2 and 3a), or making the agricultural use of undeveloped areas of such land unviable.

### **Waste water**

- 5.23 There are potential constraints to development due to the capacity of local waste water infrastructure at the Long Stratton Water Recycling Centre, where solutions for accommodating more than 1,400 dwellings may be required. As proposed development exceeds 1,400 dwellings, upgrades and/or increased capacity at the Water Recycling Centre will need to be established, in order to continue to safeguard the Broads SAC/SPA downstream and meet the requirements of the Water Framework Directive (WFD). The impact of at least 1,800 new dwellings will need to be considered in combination with permitted growth (see 5.21 below), supporting services (schools, community buildings etc.) and employment development. Anglian Water and the Environment Agency have advised that, provided appropriate phasing of housing is implemented along with an agreed foul water strategy which considers the phasing, management and monitoring of overall development in Long Stratton, and then this should not pose an obstacle to delivering proposed growth. This approach would ensure that dwellings would not be occupied ahead of improvements in treatment technology capabilities at the Long Stratton Water Recycling Centre and prevent deterioration in water quality of the downstream

water course to meet the requirements of the WFD. At the very least, developers of allocation LINGS1 will need to reach agreement with Anglian Water and the Environment Agency prior to occupation of the 1,000<sup>th</sup> dwelling.

### **Developments which do not contribute towards the JCS 1,800 housing allocation**

5.24 These sites do not form part of the 1,800 housing allocation:

- 50 dwellings and 800m<sup>2</sup> of B1 employment, redevelopment of Cygnet House, Swan Lane (application reference 2013/0265).
- 120 dwellings at Chequers Road, Tharston (application reference 2010/2225).
- 60 bed care home off Swan Lane, Tharston (application references 2009/1365 & 2011/0655).
- 11 affordable homes at Fairfield Close (application reference 2011/1916).

5.25 Although these sites do not contribute to the JCS requirement for at least 1,800 new homes in Long Stratton, they do form part of the overall delivery of housing to meet the full JCS requirement. Consequently, applications to renew or vary these permissions will be supported in principle, provided that they do not diverge significantly from the permission(s) originally granted; applications will be assessed against Development Management Policies Document DM1.5.

### **Allocation of Land East, South-East and North-West of Long Stratton**

5.26 Land to the east and south-east of Long Stratton provides the opportunity to clearly link and deliver new housing and employment development with the delivery of a bypass. It is well located in terms of access to the centre and public transport opportunities. The employment element will be masterplanned as part of a comprehensive development, aiming to maximise opportunities for residents to walk and cycle to work and reduce traffic through Long Stratton, particularly for commercial vehicles. Employment units could also benefit from a more prominent/visible position adjacent to the bypass corridor.

5.27 Land to the north-west of Long Stratton is well located in terms of access to the centre, public transport, the A140 and key local services. Both housing and employment opportunities will benefit from direct links to education, health and recreation facilities near the centre. The provision of a link road between the A140 and Swan Lane will provide enhanced benefits by removing through traffic and reducing turning movements at the A140/Swan Lane junction.

**POLICY LNGS1  
LAND EAST, SOUTH-EAST AND NORTH-WEST OF LONG STRATTON**

140.1 hectares of land is allocated for housing, employment, a bypass and associated infrastructure. This allocation will accommodate at least 1,800 new homes and 9.5 hectares of local employment opportunities as shown on the Policies Map.

The Allocation will accommodate approximately 1,200 dwellings and 8 hectares of employment land to the east and south-east of Long Stratton with approximately 600 dwellings and 1.5 hectares of employment land to the north-west of Long Stratton.

The developer(s) of the Allocation will be required to ensure the delivery of the following:

**Masterplan and Phasing Plan**

The site must be comprehensively masterplanned as a whole, taking in to account all the requirements of this policy and comply with all of the following:

- Before any housing is permitted on this allocation there shall be a phasing and delivery mechanism that will secure the delivery of the bypass agreed with the Local Planning and Highway Authority;
- Delivery of the bypass before the occupation of the 250<sup>th</sup> new dwelling in Long Stratton, unless clear evidence is provided to demonstrate that the occupation threshold is unviable and a variation to this threshold which meets the other requirements of the AAP and is acceptable in highways terms is agreed by the Local Planning Authority;
- Delivery of a bypass within the identified corridor;
- Link road between the A140 and Swan Lane to be delivered before the completion of the 200<sup>th</sup> dwelling in the north-west section of the allocation with no direct access to the A140 north of the bypass junction;
- Delivery of a junction improvement at Hempnall Crossroads early in the development;
- A phasing plan which clearly identifies where key infrastructure will be provided in relation to the provision of housing. Phasing must be designed to ensure development minimises disturbance to existing residents.

**Employment Opportunities and Economic Growth**

The development will provide for a range of employment opportunities, as defined by use classes B1, B2 and B8 of the Use Classes Order, on a minimum area of 9.5 hectares. The phasing, design, size and location of the site(s) will be considered as an intrinsic part of the masterplan for the wider allocation in order to provide suitable, attractive and deliverable employment sites. Development will be permitted where it will:

- Have direct access to the bypass (particularly for any uses generating significant volumes of traffic and/or HGV movements) or good access which does not conflict with existing or proposed housing;
- Avoid vehicular access through the town centre;
- Include appropriate design and landscaping, in particular where employment is located on land to the south-east or on an approach/gateway to Long Stratton;
- Be designed to avoid and if necessary mitigate any potential conflict between employment uses and housing; and
- Provide significant opportunities for local residents to walk and cycle to work.

#### **Enhanced Facilities**

- Site to include an element of mixed-tenure Housing with Care;
- Site to include an element of self-build if demand for such housing is demonstrated;
- Provision of a serviced site of at least 2.0 hectares for a new two-form entry primary school and 60 place pre-school (to be provided at no cost to the local authority/ies);

#### **Open Space and Green Infrastructure**

- Provision of open space, including children's playspace and older children/adult open sufficient to meet the needs of residents of the development;
- Links between the village and the countryside to the east of the bypass corridor will be enhanced for the benefit of public access and to contribute to green infrastructure;
- Provision of a significant buffer to the Long Stratton Waste Water Recycling Centre to be utilised for green infrastructure.

#### **Design Principles**

- Design of development, including the bypass to recognise the need to sustain and improve the distinctive character of Long Stratton and to be of a scale and form which respects and enhances the Conservation Area;
- Design of the development, the bypass and green infrastructure provision to the east of Long Stratton to respect and reflect the key features identified in the Historic Landscape Characterisation and Sensitivity Assessment (Norfolk County Council, 2009<sup>5</sup>);
- The bypass will be designed as an integral part of the wider development in order to achieve a high quality environment;
- Existing grid patterns of lanes to the east of Long Stratton will be retained within new developments and beyond.

#### **Transport**

- Proportionally contribute to the delivery of a junction improvement at Hempnall Crossroads;
- The bypass to function as a strategic road connection as part of



the A140;

- Maximise pedestrian and cycle links between land to the east and The Street/Ipswich Road, including utilising routes through Churchfields, Edge's Lane, Star Lane and Hall Lane;
- Investigate and implement pedestrian and cycle links from the north-west via the Cygnet House site and St Michaels Road;
- New vehicular link between the centre of Long Stratton and allocation land to the east and strictly limited access from existing roads;
- Ensure the form of development maximises the opportunities for efficient and effective public transport services.

#### **Site Conditions and constraints**

- As a priority, a foul water strategy to be agreed with Anglian Water and the Environment Agency, regarding the nature and timing of capacity improvements and upgrades to the foul water public sewer network and Water Recycling Centre. No more than 1,000 dwellings occupied prior to written agreement with Anglian Water and the Environment Agency regarding solutions to current capacity constraints;
- Any potential risk of surface water flooding must be addressed/mitigated satisfactorily through an appropriate surface water drainage scheme agreed by the Environment Agency.
- Safeguarding provisions in the Norfolk Minerals and Waste Core Strategy Policy CS16 relating to investigation/prior extraction of resources will apply.

#### **Developer Contributions**

- Site to contribute to the delivery of infrastructure and facilities in Long Stratton through S106 (for on-site infrastructure) and the payment of CIL, including public transport enhancements within Long Stratton and on the A140 corridor, bus priority at the A140/A47 junction, environmental enhancements to the village centre, to support the development and any necessary social and community facilities and public open space.

## **6. Employment**

### **Employment Objective**

Provision will be made to support a mix of local job opportunities and economic growth in Long Stratton including further opportunities for small businesses, and new commercial development relating to the enhanced town centre.

### **Long Stratton as a self-contained employment location**

- 6.1 The role that Long Stratton plays as a local shopping and service centre is important to the economy of the village. The village centre already has a good range of shops and services for those living and working in the village, as well as people from a number of smaller surrounding communities. Long Stratton is the forth-largest centre in South Norfolk, with only the larger market towns of Wymondham, Diss and Harleston offering a greater range of shops and services.
- 6.2 The JCS does not a make a specific requirement in terms of the amount of employment land needed in Long Stratton, but recognises that new employment opportunities in the village are required for the village to become a sustainable and self-contained settlement and develop opportunities into that befitting a small market town.
- 6.3 Local evidence notes the need for a greater variety of units to be made available in Long Stratton. This should help retain existing employers and free up space for new businesses. Consequently, whilst relatively few vacant units exist at Tharston Industrial Estate and any vacancies are usually filled quickly, a number of employers using the purpose-built units at Tharston have moved out of Long Stratton in order to find suitable accommodation for expansion. Limited employment sites exist in the surrounding rural communities; therefore, the current limited opportunities combined with scale of the new housing proposed, means the Council is allocating approximately 12 hectares of new employment land. Approximately 9.5 hectares will be allocated within the allocation LNGS1 plus a 2.5 hectare extension to Tharston Industrial Estate.

### **Allocation of land west of Tharston Industrial Estate**

- 6.4 The site is an extension to the existing Tharston Industrial estate to the west of Long Stratton. The site is located close to the centre, public transport and the current A140 and offers walking and cycling opportunities between the site and existing residential areas, services and facilities.

**POLICY LNCS2**  
**LAND WEST OF THARSTON INDUSTRIAL ESTATE**

Land amounting to 2.5 hectares in total is allocated to support local employment opportunities and economic growth within use classes B1, B2 and B8. Uses associated with, or ancillary to, these use classes may also be acceptable.

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

- To maximise the opportunities for walking and cycling between the employment area, residential areas and local services and facilities;
- Agreed phasing of employment land in agreement with Anglian Water regarding the resolution of wastewater management issues (if necessary);
- Vehicular access from Salamanca Road and direct from the Stratton Motor Company site;
- Retention/diversion of footpath;
- Appropriate design and landscaping to the open countryside; and
- To contribute to the delivery of infrastructure, including the bypass and other transport improvements.

6.5 Policies to protect existing employment uses, allow for employment uses on non-allocated sites and promote working from home [are](#) contained in the Council's Development Management Policies document, so it has not been considered necessary to have bespoke policies in the AAP.

## **7. Town Centre**

### **Town Centre Objective**

The town centre will be revitalised following the removal of heavy lorries and other traffic through the delivery of a new bypass. The historic streetscape of the Conservation Area will be enhanced and a safer and more attractive environment will be created with potential to provide a new 'market place' to act as a focal point. The improved centre will enable the reuse of vacant buildings be brought back into use and additional retail provision will be made which is well related to the existing centre.

### **Enhanced Town Centre of Long Stratton**

- 7.1 Long Stratton has a wide range of retail and community facilities and acts as a service centre for surrounding villages. The number of shops and services is already high for a settlement of this size, making it closer in function to a market town than most villages. However, its close proximity to Norwich and Diss means that many shoppers choose to travel further afield to obtain a wider variety of goods and services and this is likely to have had an impact on the range of shops and businesses in the town centre.
- 7.2 The 2003 South Norfolk Local Plan defines a Central Business Area for Long Stratton. It was noted in 2003 that there was concern about the number of retail units proposed for conversion to residential use. Whilst Long Stratton has a good range of shops and services, these will need to be expanded and enhanced if the level of self-containment envisaged by the JCS is to be achieved. Given the constraints around the centre of Long Stratton, the main opportunities for enhancement will be through the comprehensive redevelopment of a key site(s).
- 7.3 To help deliver the town centre vision of the AAP, it important that the right types and balance of uses are maintained and delivered. Opportunities for new development in the town centre are relatively limited and therefore competing uses must be carefully balanced. The Council acknowledges that access between the A140 and the sites proposed to the east of Long Stratton needs to be improved. The redevelopment of the Stratton Motor Company site, incorporating a new access between The Street/Ipswich Road and land to the east would be one way to achieve this. The whole Stratton Motor Company site is included in the town centre boundary and as such offers the opportunity to comprehensively redevelop the site for town centre uses and to increase accessibility to housing growth to the east. To ensure that the more industrial elements of the existing business at Stratton Motors (workshops, bodyshops, paint spraying booths etc.) are not lost, these could be relocated adjacent to the company's existing operations at Tharston Industrial Estate, within the proposed new employment

allocation LINGS2. The adjoining office use at Pretoria House is also included within the defined town centre.

- 7.4 There are a number of other sites and properties that are currently vacant, or not in town centre uses that are located within the town centre boundary. These include the fire station/telephone exchange area on Swan Lane and properties which are interspersed within the town centre boundary. These offer the opportunity for a more comprehensive redevelopment where existing uses to be relocated within the village, or to one of the new employment allocations to free up sites for uses that would enhance the commercial centre of Long Stratton.
- 7.5 An important aspect of supporting the town centre will be ensuring new development provides sufficient visitor parking. Where possible this should be available for wider use to support the town centre as a whole.

### **Public realm and improved vitality and viability of Long Stratton**

- 7.6 Expanding the town centre of Long Stratton needs to take account of its historic core which includes a concentration of listed buildings and other heritage assets that are important to the character of the Conservation Area. One of the key justifications for the bypass is that it will remove the 'danger, noise, vibration and dirt caused by the continuous heavy traffic', which the 2013 Conservation Area Statement highlights as one of the main impacts on the character of the Conservation Area and a barrier to greater use and enjoyment of the centre of Long Stratton. The removal of through traffic will make the centre of Long Stratton a more attractive location for outdoor activities, which could include the creation of a market place within the defined centre. The traditional location for this would have been at The Plain, where The Street widens significantly at its junction with Star Lane. However, alternatives could include sites where there are opportunities for redevelopment, such as Stratton Motor Company on Ipswich Road or the telephone exchange/fire station on Swan Lane.
- 7.7 Specific enhancements identified within the Conservation Area Statement (2013) for Long Stratton are as follows:
- Post bypass, gateways to the centre of Long Stratton could be introduced in order to emphasise the greater priority for pedestrians;
  - Traffic calming measures including footway widening, carriageway narrowing in the town centre, also recognised in the Norfolk County Council's Major Scheme Business Case for the bypass (NCC, 2005);
  - Provision for cyclists and measures to encourage appropriate speeds through the centre; and
  - Surface and boundary treatments and planting, that take into account the Conservation Area Statement, would also be beneficial.

- 7.8 Local authorities would need to procure these improvements, to be delivered prior to the opening of the bypass.
- 7.9 It is envisaged that post bypass, reduced traffic on the (current) A140 should enhance the attractiveness of units on the east side of The Street/Ipswich Road and at the northern and southern extremities of the defined town centre, where there is a greater concentration of vacant units and residential properties. As such, it is hoped that with an improved environment the level of vacancies in Long Stratton will fall and that some businesses could make greater use of outside space to enhance the atmosphere, including broadening the evening economy.

### **Defining a Town Centre**

- 7.10 For planning purposes, the NPPF considers it important to define the extent of the town centre area. Defining a boundary will direct town centre uses such as retail, leisure and business to appropriate parts of the town. The identified town centre boundary encloses an area where these town centre uses are concentrated and is illustrated on the Town Centre Policies Map in Appendix 2a.
- 7.11 The NPPF and other evidence, such as the Portas Review<sup>7</sup>, recognise the changing nature of shopping habits and the retail environment. A successful town centre will need a balance between retaining a core shopping element, whilst also providing for a range of uses that attract different people into the centre throughout the day and evening. Whilst there may be scope for a small 'corner-shop' element of retail within a major new housing development, the focus in this AAP is on strengthening the role of the existing centre, which will be accessible to a substantial proportion of the population on foot or by bicycle.
- 7.12 The town centre contains a varied mix of uses, which support day, evening and night time activities. It is important that this mix is maintained and that new proposals positively contribute to the town centre's vitality and viability. The NPPF states that councils should clearly define the extent of primary and secondary frontages within the town centre boundary and set out policies to make it clear what types of uses will be permitted within these areas. Primary frontages are likely to include a high proportion of retail uses such as food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a more diverse mix of uses such as restaurants, cinemas and businesses.
- 7.13 The town centre policy seeks to maintain a healthy mix of town centre uses. This policy does not allow for the dilution of main town centre uses in core areas which may damage the viability and amenity of the centre. Whilst some temporary flexibility exists within town centres

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<sup>7</sup> The Portas Review: An independent review into the future of our high streets (December 2011)

through permitted development rights exercised in 2013 this remains at this point only a temporary position. Policy LNGS3 reflects a long-term approach to town centre management in seeking to maintain the viability and health of the town centre by protecting important frontages for town centre uses and, in primary frontage areas, retail uses only.

- 7.14 Permitted development rights have also been introduced in 2014 to allow the conversion of retail units to residential use. For most of Long Stratton town centre this will not apply as these rights do not apply in Conservation Areas. In addition, the prior notification process such changes of use must go through allows local planning authorities to resist such changes of use where the premises are needed to provide an adequate supply of services (providing there is a reasonable prospect of the building being used). This should allow protection of areas not within conservation areas, such as the retail units to the north of Swan Lane.

**POLICY LNGS3  
TOWN CENTRE POLICY**

**In the defined Town Centre boundary for Long Stratton as shown on the Policies Map, development proposals for shopping, food and drink and leisure uses (Use Classes A1, A2, A3, A4, A5 and D2 as defined in the Town and Country Planning (Use Classes) Order 1987, as amended) will be permitted, together with other defined main town centre uses (falling within Classes D1, B1 and appropriate *sui generis* class).**

**Within the primary shopping area of Long Stratton, changes of use from Use Class A1 (shops) and Class A2 uses which have benefited from a change of use from Class A1 under the Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014 will not be permitted where they would create a concentration of non-A1 uses that will unacceptably harm the future attractiveness and vitality of that part of the centre; and**

**Proposals within the defined town centre that make use of outside space for town centre uses, including creating a market place, will be encouraged.**

**Character of the town centre**

**As part of any proposals opportunities should be sought to enhance the character and appearance of the town centre, taking into account the 2013 Conservation Area Statement.**

**Car parking:**

**Where proposals involve the creation of additional customer/visitor car parking, opportunities will be sought to maximise the benefit of this parking for the town centre as a whole.**

Explanation of the Use Classes referred to in the proposed policy:

B1 Business – Offices under B1a may be appropriate in Town Centres

A1 Shops – including shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners and funeral directors

A2 Financial and professional services – including banks, building societies, estate and employment agencies, professional and financial services and betting offices

A3 Restaurants and cafes – For the sale of food and drink for consumption on the premises – restaurants, snack bars and cafes

A4 Drinking establishments – Public houses, wine bars or other drinking establishments (but not night clubs)

A5 Hot food takeaways – For the sale of hot food for consumption off the premises

D1 Non-residential Institutions – including clinics, health centres, crèches, day nurseries, schools, art galleries, museums, libraries and places of worship

D2 Assembly and Leisure – including cinemas, music and concert halls, swimming baths, skating rinks and gymnasiums

### **A Sequential Approach to Development**

7.15 The NPPF encourages a sequential approach to development when considering planning applications for main town centre uses outside town centres or allocated sites. The NPPF advocates a ‘town centre first’ approach and states that where possible main town centre uses should be located in town centres, then edge of centre locations and only if suitable sites are not available should out of centre sites be considered.

7.16 The NPPF sets a default threshold of 2,500m<sup>2</sup>. To ensure that the scale of any proposed development does not have a significant adverse impact upon function of the town centre of Long Stratton, the Council applies a threshold of 500 m<sup>2</sup>. This threshold will allow for small scale incremental growth promoting a competitive town centre and helping provide a choice whilst allowing the core retail function to be protected from larger inappropriate development.

#### **POLICY LNGS4**

#### **SEQUENTIAL APPROACH AND IMPACT ASSESSMENT FOR PROVISION IN LONG STRATTON**

**The development of new retail, service, offices and other main town centre uses will be encouraged within the town centre boundary of Long Stratton as defined on the Policies Map.**

**A sequential assessment and impact assessment will be required when considering planning applications for main town centre uses outside the town centre boundary. Preference will be given to accessible sites that are well connected to the town centre for pedestrians.**



**Proposals for main town centre uses of 500m<sup>2</sup> (gross) or more will require an assessment of the impact on:**

- existing, committed and planned public and private investment in a centre within the catchment of the proposal; and**
- town centre vitality and viability, including local consumer choice and trade in the town centre and wider area;**

**Where it can be demonstrated that no suitable town centre sites are available, preference will be given to main town centre uses on easily accessible sites that are well connected to the town centre for pedestrians.**

**Car parking:**

**Where proposals involve the creation of additional customer/visitor car parking, opportunities will be sought to maximise the benefit of this parking for the town centre as a whole.**

**Where an application fails to satisfy the sequential test or is likely to have a significant adverse impact it should be refused.**

## **8. Environment**

### **Environment Objective**

New development will respect the local landscape character especially to the east of the existing village. This will also contribute to the surrounding green infrastructure network which will protect and enhance the biodiversity of the area.

Within the new developments 'greens and commons' will be created to provide open space which will replicate the local historic landscape features and help create locally distinctive neighbourhoods.

The environment of the town centre will be significantly improved through measures to capture the benefits of the bypass removing through traffic to provide a safe and inviting location, more attractive for shopping and services and to provide an enhanced setting for the heritage assets, including those in the Conservation Area.

### **The Town Centre and Conservation Area**

- 8.1 Long Stratton has an attractive and historic centre. One of the key characteristics of the village is its linear form based around a north/south transport route that follows the Roman Pye Road. Within the Conservation Area there are over 50 buildings listed as being of special architectural or historic interest, plus more outside of the Conservation Area. There are also a number of buildings, which, though not listed, are considered to be of townscape significance in the 2013 Long Stratton Conservation Area Character Appraisal. Key focal points include the market place at the junction of The Street and Star Lane and the grade I listed 14<sup>th</sup> century St Mary's Church and surrounding churchyard. Throughout the village the majority of buildings are small-scale, two-storey and to avoid dominating the historic core (and existing residential development) the scale, format and design of new proposals will need to respect this characteristic.
- 8.2 Whilst this linear feature of Long Stratton will continue upon the completion of the bypass, it will undoubtedly be affected by the potential for stronger east/west routes across the village. Consequently it will be important to emphasise and strengthen the other characteristics which help create Long Stratton's identity, including the strong degree of enclosure to the main street; the ground floor shops/shop-fronts on either side of the A140 and strong property boundaries to the road frontage. Enhancements to the area will also be supported to the centre of Long Stratton once a bypass is complete, in order to manage traffic speeds and prioritise walking and cycling.
- 8.3 Deficiencies with more recent developments, including unsympathetic infill, have contributed to the dilution of the character of the historic core

of the village. Further erosion of the key characteristics of Long Stratton's identity must be avoided. The AAP does not contain a bespoke policy relating to preserving and enhancing the historic character of Long Stratton, as this is covered by policies in the Development Management Policies Document (specifically DM 4.10), JCS Policy 2 and the NPPF. Further advice about preserving and enhancing the character of Long Stratton can be found in the Council's 2012 Place-Making Guide Supplementary Planning Document (SPD) and the 2013 Conservation Area Statement for Long Stratton.

### **Landscape Character and the Historic Landscape**

- 8.4 The South Norfolk Landscape Assessment (2001) identifies two landscape types around Long Stratton: Tas Tributary Farmland and Great Moulton Plateau. This study was reviewed in 2012 and incorporates revised content where applicable. The landscape is predominately Tas Tributary Farmland with Great Moulton Plateau making a significant contribution. These landscape types are variously described as:

*".....Open, gently undulating to flat and sloping landscape incised by shallow tributary valleys, the tributary streams of which are not prominent landscape features...Roman Pye Road (A140) is a significant historic feature, visible within the landscape and the reason for Long Stratton's location...Significant number of surviving greens, cohesive settlements... An extensive network of ancient trackways linking them together...and an extensive network of narrow lanes and byroads (many of which are ancient, within the east of the area)..... A number of Greens and Commons...."*

- 8.5 The Historic Landscape Characterisation Work (2009) highlights the survival of significant elements of 'ancient countryside' to the east of the village. Important features include remaining greens with cohesive settlements of timber framed buildings grouped around them, plus church/hall complexes and an extensive network of ancient trackways linking them. This area is central to development east of Long Stratton and has already lost many of its field boundaries and become noticeably more featureless; however, this does provide the opportunity for new development to reinstate an older pattern of boundaries as part of the green infrastructure of sites.
- 8.6 Policy 10 of the Joint Core Strategy (JCS) requires the provision of a Green Infrastructure corridor to reflect and conserve the ancient landscape to the east of the village. This concept has evolved within the Long Stratton AAP and forms an important element to ensure future growth protects and enhances the existing natural and semi-natural features that contribute so much to Long Stratton's unique character, and that connections and linkages are created between environmental assets.

## **Enhancing the Provision of Green Infrastructure around Long Stratton**

- 8.7 Currently the Place-Making Guide notes that modern housing estates give the settlement a hard perimeter. New development will be the interface between the built development and the wider countryside; as such the identification and implementation of green infrastructure will need to be an integral element of proposals. Integrating the locally characteristic greens, hedgerows, woodlands and ponds into the development to the east of Long Stratton and links to the river valleys from development to the north-west will be key considerations.
- 8.8 In setting environmental policies at a local level, the AAP will therefore help to deliver JCS Policy 10 as well as the wider aspirations of the GNDP Green Infrastructure Strategy, and the GNDP Green Infrastructure Delivery Plan, which identified Long Stratton as containing core woodland areas. Within this area there are a number of key sites including Fritton Common and Tyrells Wood SSSIs, Wood Green and Tyrells Wood/New Plantation County Wildlife Sites, ancient replanted woodland at The Grove and smaller non-designated sites such as Morningthorpe Green. New development will need to identify and contribute to Green Infrastructure which enhances connectivity between these sites.
- 8.9 It will be essential to link elements of the environment as development occurs, and the policy requirements for relevant housing and employment sites will help to ensure this Green Infrastructure is delivered, adding to the quality and quantity of green infrastructure available in the area. All future developments in and around Long Stratton will, where appropriate, have regard to the enhancement of Green Infrastructure, and will contribute to its provision.
- 8.10 Policies within the Development Management Policies Document protect County Wildlife Sites from development. Elsewhere in the AAP document, the allocations for development have specific policies which will address green infrastructure issues particular to those sites. The following policy is designed to provide general green infrastructure principles for any additional developments that come forward during the AAP period, including on sites which currently have planning permission and do not have particular policies in the AAP, should those permissions lapse.

**POLICY LNGS5****GENERAL GREEN INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENTS WITHIN LONG STRATTON AAP AREA**

**New development in Long Stratton will be required to maintain, protect and enhance green infrastructure, and developers will be expected to contribute towards green infrastructure requirements.**

**New developments will be required to enable and where appropriate provide:**

- **safe public access to the countryside and between Long Stratton and surrounding villages;**
- **retention of habitat features and creation of new habitats;**
- **functional ecological connections between Priority (Section 41) species and habitats<sup>8</sup> and designated sites in the vicinity of Long Stratton;**
- **an enhanced landscape setting for Long Stratton which reflects distinctive local landscape character, including in particular the landscape character and qualities of the existing historic commons;**
- **improved recreational provision to alleviate visitor pressure on sensitive areas.**
- **sensitively designed mitigation of any barriers to this green infrastructure provision; and**
- **protection of the best and most versatile agricultural land (Grades 1, 2 and 3a)**

**All new developments should deliver a net biodiversity gain and any planning proposals should be accompanied by detailed ecological assessment, where appropriate. The cumulative impact of developments on biodiversity assets should be taken into account as part of the planning application process.**

8.11 The green infrastructure map at Appendix 3 identifies the necessary green infrastructure requirements for new developments and covers a wider area than the AAP.

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<sup>8</sup> Species and habitats which are listed under Section 41 of the 2006 Natural Environment and Rural Communities (NERC) Act.

## **9. Recreation**

### **Recreation Objective**

The health, wellbeing and quality of life of local residents will be improved and the sense of community that already exists within the village will be maintained and enhanced by protecting existing public open space and providing new recreation and community facilities to support existing and new development. Walking and cycling routes within the new development will link with existing networks and provide access to both the town centre and surrounding countryside.

### **Improving the Health, Well-being and Quality of Life of People Living in Long Stratton**

- 9.1 One of the key objectives of the JCS is to encourage healthy and active lifestyles by improving the accessibility of open space and the countryside and providing more sport and recreation facilities. New developments will be expected to incorporate and/or contribute towards new open space and the JCS also seeks to provide for a range of other activities, including formal recreation, country parks and access to the wider countryside.

### **Current Recreation Provision in Long Stratton**

- 9.2 In 2007 South Norfolk Council appointed consultants Strategic Leisure to undertake an assessment of open space, sport and recreation facilities across the whole district to identify local needs and opportunities for improving or replacing current facilities. This work resulted in the publication of a document called the South Norfolk Council – PPG17 Open Spaces, Indoor Sports and Community Recreation Assessment (Strategic Leisure September 2007). The study included an audit of all existing indoor and outdoor open space, sport and recreational facilities in terms of quantity, quality and accessibility, including Long Stratton
- 9.3 The table below shows the recreation provision in Long Stratton as at 2007 compared against the recommended standards. It shows that there is a shortage in the quantity of all types of open space in Long Stratton, but recognises that the main provision at the playing fields at Manor Road, was of a high quality. In addition, Long Stratton has a Multi-Use Games Area (MUGA) which allows for more intensive use than an equivalent grassed surface, as well as the indoor facilities at Long Stratton Leisure Centre. Overall, open space provision is not as extensive as the assessment recommends and the loss of open space or recreation facilities should be avoided.

Open Space type	Recommended Standard (2007)	Provision in Long Stratton (2007)
Formal Open Space (formal parks, areas for community events and areas for sports/recreation – other than formal pitches)	0.98ha/1,000 population. 46% quality rating.	0.89ha/1,000 population  Long Stratton Playing Fields - 74%
Formal sports (pitches, courts etc.)	1.82ha/1,000 population 60% quality rating	0.82ha/1,000 population  Long Stratton Playing Fields - 90%
Children's and Young People's play (equipped areas, skate parks etc.)	1.98ha/1,000 population 60% quality rating	1.31ha/1,000 population  Long Stratton Playing Fields - 75%
Amenity space (informal open space)	0.71ha/1,000 population 46% quality rating	0.40ha/1,000 population  No sites rated
Natural/Semi-natural green space (woodlands, commons, wildlife areas)	5.08ha/1,000 population 46% quality rating	1.11ha/1,000 population  No sites rated
Allotments	0.11ha/1000 population 60% quality rating	0.10ha/1,000 population  No sites rated

Figures taken from 'South Norfolk PPG17 Open spaces, Indoor Sports and Community Recreation Assessment (Strategic Leisure Limited, September 2007) Red text indicates a shortfall in provision, blue text indicates an over-provision

### **Protecting Existing Public Open Space**

9.4 The 2007 study by Strategic Leisure shows that there is a deficiency in all types of open space in Long Stratton. The AAP seeks to protect existing recreation or amenity land within Long Stratton from development to prevent this deficiency from becoming worse and to maintain the quality of life of local residents. Where possible existing recreational areas will be incorporated into the creation of green infrastructure networks to provide a range of types of open space and 'destinations' for local residents, which will help to alleviate pressure on more environmentally sensitive spaces around Long Stratton.

#### **POLICY LNGS6**

#### **PROTECTING EXISTING RECREATION OR AMENITY LAND IN LONG STRATTON**

Existing recreation or amenity land within Long Stratton will be protected and enhanced and the change of use or redevelopment of this land will only be permitted where:

- the proposed development is ancillary to the principal

- recreational use of the site;
- it affects only a small part of the site which cannot be used for pitch sports and does not prejudice the recreational use of the site;
- it involves the replacement of the recreational facility with another of equivalent or improved quality;
- an assessment of need shows that there is an excess of provision of the particular facility and it cannot be adapted to meet other recreational needs;
- it is part of the relocation of a sports (or similar) club which will provide an overall improvement in recreational facilities;
- it will result in recreational provisions better suited to future needs and there is no current shortage of playing fields or recreational/amenity land in the locality

#### **New Recreation Provision**

- 9.5 It is important to ensure that additional public open space and formal recreation facilities are provided to meet the requirements of the new development in Long Stratton up to 2026, to encourage healthy and active lifestyles and improve the quality of life of existing and future residents.
- 9.6 South Norfolk Council currently uses open space standards as set out in the 'Recreational Open Space Requirements for Residential Areas' document published in December 1994 to calculate open space requirements for new developments. It is expected that both formal and recreational opportunities will be provided as part of new development.
- 9.8 Using the Council's 1994 standards it has been calculated that the allocation of 1,800 houses to the south, south-east and north-west of Long Stratton would need to provide up to 3 hectares of children's play space and 7.4 hectares of older children/adult open space. It is proposed that this requirement should be accommodated on site but there is an acceptance that due to the high quantum of open space provision required, a degree of flexibility will be accepted within the overall masterplan area due to the multipurpose use of existing formal open space provision at the MUGA and the indoor facilities at Long Stratton Leisure Centre. Additionally, the provision of green infrastructure including woodlands and commons will provide additional informal recreation open space areas which will contribute to the overall open space provision required for Long Stratton.

#### **Improving informal recreation and public access to the countryside**

- 9.9 The PPG 17 Study highlighted a significant shortfall in access to natural/semi natural open space in Long Stratton. It is not proposed to formally allocate a site for informal recreation in the AAP but the proposals for the links between Long Stratton and the countryside to the east of the bypass and beyond through the provision of green



infrastructure should enable greater access to the countryside around Long Stratton.

- 9.10 Policies in Section 8: Environment and Section 9: Recreation contain proposals aimed at improving green infrastructure and recreation. New development would be the interface between the built development and the wider countryside, as such green infrastructure will be integral to development proposals to enhance and develop walking and cycling opportunities and make links to long distance walking trails to connect Long Stratton to the wider countryside. New recreational areas, including woodland and commons, and access will be explored to the east of Long Stratton with the aim of relieving visitor pressure on sensitive sites such as Wood Green and Tyrells Wood County Wildlife Site.

#### **POLICY LNGS7**

##### **NEW RECREATION PROVISION IN LONG STRATTON**

**The Council will require developers to provide new on-site public open space as part of the allocation LNGS1 in Long Stratton commensurate with the level of development proposed.**

**New development must provide green infrastructure to help create a network for safe movement around the urban environment of Long Stratton and for non-vehicular access to the surrounding countryside, to strengthen informal recreation.**

#### **Burial ground**

- 9.11 Based on current burial rates, Long Stratton Parish Council has indicated that there is only available space in the current cemetery to last between 10-15 years. There are currently no proposed sites but any land would need to be near enough to the centre of Long Stratton to enable easy access for residents and would need to meet strict criteria laid down by the Environment Agency. The Environment Agency should be consulted at the earliest opportunity on any potential planning application so the significance of any potential impacts can be explored.

#### **POLICY LNGS8**

##### **LAND FOR A NEW BURIAL GROUND IN LONG STRATTON**

**Proposals for a new burial ground either inside or outside the development boundary in Long Stratton will be permitted provided that:**

- it is in keeping with the character of the surrounding area;**
- it does not have an adverse impact on the amenity of local residents;**
- it is appropriately located in relation to public transport;**
- it has adequate vehicular access including parking arrangements for disabled users;**
- there will be no significant impact on controlled waters (groundwater or surface water);**
- there will be no significant impact on the ecological value of the**

- area; and
- **there will be no significant impact on nationally important heritage assets and any impact on lesser significant assets is significantly lessened.**

## **10. Accessibility – Walking, Cycling and Public Transport**

### **Accessibility Objective**

Transport improvements including bus priority routes at the A140/A47 junction and an enhanced route to the city centre will be provided. The use of public transport will be maximised and safe and direct pedestrian and cycle routes will be provided to link existing and new development to town centre and local employment locations in Long Stratton. Bus waiting facilities will be improved.

### **Walking and cycling**

- 10.1 Long Stratton is a relatively compact settlement, with a concentration of shops and commercial facilities along The Street and Ipswich Road and community facilities and employment along Swan Lane and Chequers Road. Traffic, particularly the volume and nature of through traffic along the A140, is a considerable barrier to people walking and cycling for everyday activities. The South Norfolk Place Making Guide also identifies poor permeability in to the centre of Long Stratton as a problem. The JCS encourages safe and direct cycle and pedestrian routes linking existing and new development to town centre and local employment locations in Long Stratton. To facilitate the provision of such routes developers will be expected to provide improved walking and cycling links as part of the masterplan (see Section 5: Housing and Section 6: Employment). Post bypass, additional measures will be undertaken to improve the environment of the centre of Long Stratton. This will be achieved by implementing footway widening, cycle facilities and speed reduction measures to make it a better place to walk and cycle.

### **Bus travel**

- 10.2 The JCS states that bus priority measures will be improved at the A140/A47 Harford junction and the route into the centre of Norwich. The Council will seek to increase service frequency at peak times, as well as enhancements to evening and weekend services. Improved bus services will strengthen links to other villages, providing access to the employment and facilities in Long Stratton that support the nearby settlements, such as the high school, health centre, leisure centre and library. The quality of the waiting environment will also be improved to increase bus usage. The Long Stratton/Norwich improvements at the A140/A47 will be delivered by Norfolk County Council and delivered through developer contributions.
- 10.3 The main improvements to enable enhancements to the bus service and encourage greater use are:

- Higher quality waiting facilities in Long Stratton, including shelters and seating;
- Provision of real-time information at bus stops;
- Bus priority measures along the route, specifically at the A140/A47 Harford junction;
- Enhanced route arrangements within Norwich; and
- Improved waiting facilities and real-time information at key locations along the route between Diss and Norwich, including Tasburgh, Newton Flotman and Swainsthorpe.

#### **Reducing the need to travel**

- 10.4 Whilst it is important that development contributes to and maximises the opportunities for people to use sustainable travel options (walking, cycling, bus travel) and reduce their dependence on the car, where possible development should also reduce the need to travel. Reduction in journey lengths can be achieved by focussing development around the range of facilities in Long Stratton and through the careful location of new facilities. A reduction in travel can also be achieved by supporting proposals for working from home and ensuring modern telecommunications infrastructure (particularly high-speed broadband) is available to serve new and existing developments.
- 10.5 Additional policies concerning accessibility, ensuring traffic safety and parking provision are also contained in the emerging Development Management Policies document: <http://www.south-norfolk.gov.uk/dmpolicies>

#### **POLICY LNGS9 ACCESSIBILITY**

**Development will be required to maximise the permeability for pedestrians and cyclists, by improving access to/from existing and new key services and facilities, such as the town centre, schools, medical facilities, leisure facilities/open spaces, and employment opportunities, as well as facilitating enhanced connectivity to the wider countryside and surrounding villages.**

**Where appropriate, the layout of new development will allow for easy bus circulation, maximising the number of people who are able to walk to/from bus routes.**

**Improved accessibility will be achieved through the following measures:**

- removal of through traffic, including improvements to the provision for buses (such as a high quality waiting environment and real-time service information), footway widening, carriageway narrowing and speed reduction measures;
- bus priority measures on the A140, including at the A140/A47 Harford junction and on the route to the city centre; and
- comprehensive and high quality broadband/ telecommunications

**network to support commercial, employment and domestic needs.**

**To ensure accessibility improvements, it must be demonstrated to the satisfaction of the Highway Authority and Highways Agency that no detrimental effect will occur to the operation and safety of the A47 trunk road and slip road as a result of the implementation of bus priority measures at the A140/A47 junction.**

## **11. Development Boundary**

### **What is a Development Boundary?**

- 11.1 Development boundaries are drawn around settlements considered suitable for development in the JCS and indicate the Council's preferred areas for development. Under normal circumstances new development e.g. housing, employment, shopping and tourism proposals, will be acceptable within the defined development boundary, subject to other planning policies concerning those specific uses and considerations such as design, access and servicing. Outside the development boundary policies are more restrictive and proposals will be assessed against relevant policies in JCS and the 2003 South Norfolk Local Plan (SNLP). The 2003 SNLP will be replaced, when they are adopted, by the Site Specific Allocations and Policies Document, Development Management Policies DPD, Wymondham AAP and this Long Stratton AAP. Planning applications will therefore be determined in accordance with the relevant Local Plan policies relating to development inside and outside of Development Boundaries in place at the time.

### **The proposed Development Boundary for Long Stratton**

- 11.2 The development boundary for Long Stratton is shown on the Policies Map and has been drawn to encompass the land allocations referred to in this AAP, as well as sites with planning permission for housing as referred to in Section 5: Housing. The development boundary has also been drawn to include the schools and other community and employment buildings on Manor Road and Swan Lane (including the medical centre and care home); the 120 dwellings permitted at Chequers Road and existing housing in the east side of Chequers Road.

## 12. Delivering the Plan

### **Implementing the proposals in the AAP**

- 12.1 It is important to consider how the proposals in the AAP will be delivered. A key concern is to ensure that the proposed development is accompanied by the necessary infrastructure, services and facilities and that these are delivered in a timely manner. The JCS states that a co-ordinated approach will be taken to the timely provision and ongoing maintenance of infrastructure to support development and it contains a detailed policy which describes how this will be undertaken. There is also a policy about the requirement for adequate infrastructure in the Council's Development Management Policies document (DM1.2).
- 12.2 Where additional infrastructure is identified as a direct requirement of development it will be secured through the use of planning conditions, Section 106 Agreement or other legal obligations. Where infrastructure improvements are required that are identified in the Council's Regulation 123 list or where the need for improvement does not principally arise as a result of development in the AAP, the Local Authorities will be responsible for promoting the improvements. In these instances a combination of a proportionate developer contribution (if applicable), CIL and/or local authority funding, including the mechanisms available through the Greater Norwich City Deal, will be used to secure delivery.
- 12.3 Essential infrastructure that will need to be provided to ensure sustainable developments in Long Stratton will include:
- A bypass;
  - Other appropriate transport infrastructure including a junction improvement at Hempnall Crossroads and improved public transport;
  - Affordable or supported housing;
  - Social infrastructure including education, healthcare, police and emergency services and community facilities;
  - Local and renewable energy generation;
  - Water conservation measures;
  - Improvements to the wastewater network capacity and treatment facilities;
  - Sustainable drainage systems (SuDS);
  - Open space and green infrastructure including habitat creation and linkages, pedestrian and cycle links, recreation facilities, trees, hedgerows, woodland and landscaping;
  - Utilities, including waste management and recycling;
  - Street furniture; and
  - Public art.

In addition, developments will contribute to the protection and enhancement of the historic environment of Long Stratton.

- 12.4 The provision of infrastructure, services and facilities in Long Stratton will be delivered through a number of different mechanisms, including:
- **Community Infrastructure Levy** - Contributions towards strategic infrastructure from all residential and commercial development made through Community Infrastructure Levy (CIL). The Council has worked jointly to prepare a CIL charging schedule for each of the three Greater Norwich authorities. The charging schedules were examined in October 2012 and CIL adopted from 1 May 2014 in South Norfolk. The residential levy is set at £50 per m<sup>2</sup> (index linked) in the Outer Area, which includes the area covered by this AAP. The full charging schedule can be seen at <http://www.south-norfolk.gov.uk/planning/5191.asp>
  - **Section 106 contributions** - Section 106 contributions will continue to be sought for site specific needs.
  - **Maximising mainstream Government funding sources and other funding mechanisms** - Including the Homes and Communities Agency, Local Transport Plan, Growth Point Fund, New Homes Bonus and Tax Increment Financing (TIF), City Deals.
  - **Co-ordination with investment programmes of other public bodies** e.g. National Health Service.
  - **Capital investment by utilities companies through their asset management plans to their regulator which identify the capital investment required** - e.g. Anglian Water, utilities companies.
- 12.5 The proposals in Long Stratton are dependent upon significant infrastructure investment. The planned new development will contribute towards this but the provision of infrastructure will need the active co-operation of and investment by other agencies, including utility companies, healthcare providers and central and local government.
- 12.6 The Greater Norwich Infrastructure Plan (GNIP) helps co-ordinate and manage the delivery of strategic infrastructure to support growth across the three districts of South Norfolk, Norwich and Broadland. The GNIP was first published in June 2014, and is updated regularly as a 'living' document.

#### **Monitoring and review**

- 12.7 Once it is finalised the Long Stratton AAP will be subject to regular monitoring and review to ensure that the policies in the plan are working as intended.

#### **Review of the Plan**

- 12.7 The Council is committed to an early review of the South Norfolk Local Plan, which has already effectively begun with the preparation of a new Strategic Housing Market Assessment across five Norfolk districts (January 2016). For the avoidance of doubt, this will include an early review of secondary education provision across the district. The new or



reviewed plan(s) will be adopted within five years of adoption of the 2015 Site Specific Policies and Allocations Document, at the latest.

## Monitoring and Implementation Framework

Policy References	Proposal	Key Indicators	Targets	Responsible Bodies
<b>GENERAL INDICATORS AND TARGETS FOR ALLOCATED SITES</b>				
<b>LNGS1 LNGS2</b>	<b>Sites allocated in the Long Stratton Area Action Plan</b>	Development meets the highest standards of design, energy efficiency and affordability whilst recognising the need to sustain and improve the distinctive character of Long Stratton	Development meets policy targets set in the JCS for design, energy efficiency and affordable housing  Development accords with standards set out in the Councils Place Making Guide	<b>South Norfolk Council Private Sector Developers Housing Associations Norfolk County Council</b>
		New development contributes to the delivery of infrastructure and facilities in Long Stratton through S106 or payment of CIL (where appropriate)	Development has signed S106 agreement or pays CIL (as appropriate)	
		Site phasing is such that satisfactory wastewater infrastructure capacity can be resolved as appropriate	Water issues agreed through planning application (as appropriate)	
		Provision of open space (for housing developments) that meets the Council's published standards	Children's play space provided in accordance with Council's 1994 published standards  Older children/adult open space agreed through planning application in accordance with the Council's 1994 published standards	
		Surface water flooding resolved as appropriate	Water surface drainage scheme agreed through	

Policy References	Proposal	Key Indicators	Targets	Responsible Bodies
			planning application	
<b>SPECIFIC INDICATORS AND TARGETS FOR ALLOCATED SITES</b>				
<b>LNGS1</b>	<b>Allocation of land at east, south east and north west of Long Stratton for housing and bypass.</b>	Allocation of 1,800 dwellings and bypass	Take up of housing allocation in line with proposals in the AAP	<b>South Norfolk Council Private Sector Developers Housing Associations Norfolk County Council</b>
		Provision of a masterplan for the site	Masterplan to be agreed by the Local Authority.	
		Bypass phasing and housing delivery	Appropriate bypass phasing and delivery to be agreed by the Local Authority and Highways Authority.	
		Provision of mixed tenure housing with care as part of development	The provision of a care home agreed through planning application, secured through legal agreement	
		Provision of new on-site primary school as part of the development	The provision of a new on-site primary school secured through legal agreement	
		Provision of a primary and secondary public crossing between Long Stratton and the wider countryside across the proposed bypass	Design of green infrastructure to be agreed with Local Authority and secured through planning condition	
		Provision of a new common to the east for public use	Design of green infrastructure to be agreed with Local Authority and secured through planning condition	
		Provision of new habitat with ponds for protected species	Design of green infrastructure to be agreed with Local Authority and	

Policy References	Proposal	Key Indicators	Targets	Responsible Bodies
			secured through planning condition	
		Design of development and green infrastructure to reflect key the Historic Landscape Characterisation and Sensitivity Assessment allowing for grid patterns to be retained and links between the village and the countryside.	Appropriate design of development agreed by the Local Authority.	
		Buffer to the Long Stratton Waste Water Recycling Centre to be used for Green Infrastructure	Design of Green Infrastructure to be agreed by Local Authority and secured by legal agreement/planning permission	
		Improvements to Hempnall crossroads	Appropriate highways improvements to be agreed by the Local Authority and Highways Authority.	
		Improved pedestrian and cycle links to The Street/Ipswich Road, including routes through Churchfields, Edge's Lane, Star Lane and Hall Lane	Suitable pedestrian and cycle links secured through a legal agreement	
		New vehicular link with the centre of Long Stratton from the east	Suitable vehicular access arrangements secured through a legal agreement	
		Provision of pedestrian and cycle links via Cygnet House and St Michaels Road	Vehicular access arrangements secured through legal agreement	
		Highway/access improvements to/from Swan Lane	Appropriate highways improvements to be agreed by the Local Authority and Highways Authority.	
		Delivery and phasing of link road between the A140 and Swan Lane	Appropriate delivery and to be agreed by the Local	

Policy References	Proposal	Key Indicators	Targets	Responsible Bodies
			Authority and Highways Authority.	
		The application of safeguarding provisions in Norfolk Minerals and Waste Core Strategy	Safeguarding provisions agreed through planning application.	
		Allocation of 9.5 hectares of employment land	Take up of allocated land within use classes B1, B2 and B8 in line with the proposals in the AAP	
		Masterplanned as part of the adjoining housing development	Masterplan to be agreed by the Local Authority.	
		Development to enhance and improve through design and landscaping the approach/gateway to Long Stratton from the south.	Detailed design that enhances and improves the gateway to Long Stratton from the south agreed through planning application	
		Improved pedestrian and cycle links	Improved pedestrian and cycle links secured through legal agreement	
		The application of safeguarding provisions in Norfolk Minerals and Waste Core Strategy	Safeguarding provisions agreed through planning application (if necessary/appropriate)	
<b>LNGS2</b>	<b>Allocation of land west of Tharston Industrial Estate</b>	Allocation of 2.5 hectares of employment land	Take up of allocated land within use classes B1, B2 and B8 in line with the proposals in the AAP	<b>South Norfolk Council Private Sector Developers Norfolk County Council</b>
		Improved pedestrian and cycle links	Improved pedestrian and	

Policy References	Proposal	Key Indicators	Targets	Responsible Bodies
			cycle links secured through legal agreement	
		Access from Salamanca Road and direct from the Stratton Motor Company site	Access arrangements secured through legal agreement	
		Retention/diversion of footpath	Footpath arrangements secured through legal agreement	
		Design and landscaping to the open countryside	Design and landscaping agreed through planning application	
INDICATORS AND TARGETS FOR OTHER POLICIES AND PROPOSALS IN THE LONG STRATTON AAP				
LNGS3	Town Centre Policy	Development proposals for shopping, food and drink, leisure and other main town centre uses will be encouraged within the defined town centre boundary	Town centre uses located within the defined town centre boundary	South Norfolk District Council
		There should be no unacceptable concentration of non-A1 uses within the primary frontage of Long Stratton Shopping Area	No unacceptable concentration of non-A1 uses	
LNGS4	Sequential Approach	The requirement for all new retail, leisure and office development of 500 sq m or more to submit a sequential assessment of any available sequentially preferable locations for potential alternative sites	Sequential assessments submitted for all new retail, leisure and offices developments of 500 sq m or more	South Norfolk District Council
LNGS5	General Infrastructure Green	New developments must maintain, protect and enhance green	Improvements agreed through planning	South Norfolk Council

<b>Policy References</b>	<b>Proposal</b>	<b>Key Indicators</b>	<b>Targets</b>	<b>Responsible Bodies</b>
	<b>requirements for new developments</b>	infrastructure	applications (secured through planning condition/legal agreement)	<b>Private Sector Developers Norfolk County Council</b>
		New developments required to provide ecological links to the nearest green infrastructure and provide ecological buffers	Buffer design agreed with Local Authority	
		New developments to improve habitat connectivity, public access, recreational provision and the quality of County Wildlife Sites	Relevant improvements agreed through planning application	
		New planning proposals should aspire to net biodiversity gain and be accompanied by detailed ecological assessment	Detailed ecological assessment provided at time of planning application	
		The consideration of the cumulative impact of developments on biodiversity assets	The consideration of the cumulative impacts of development on biodiversity considered at time of planning application	
<b>LNGS6</b>	<b>Protecting existing recreation or amenity land</b>	The protection and enhancement of existing recreation or amenity land within Long Stratton with the change of use or redevelopment of this land only being permitted where it meets the criteria of the policy	Existing recreation and amenity land protected and enhanced with redevelopment only being permitted in line with policy criteria	<b>South Norfolk Council</b>
<b>LNGS7</b>	<b>New recreation provision in Long Stratton</b>	Developer requirement to provide new on-site public open space in Long Stratton using the Council's 1994	Provision of public open space in accordance with South Norfolk Council's 1994	<b>South Norfolk Council Private Sector Developers Norfolk County Council</b>

Policy References	Proposal	Key Indicators	Targets	Responsible Bodies
		recreational open space standards	Recreational Open space standards.	
		New development to provide green infrastructure to create a network for safe movement around the urban environment of Long Stratton and for non-vehicular access to the countryside to strengthen informal recreation	Provision of green infrastructure agreed through planning application	
<b>LNGS8</b>	<b>Land for new burial ground in Long Stratton</b>	Provision of new burial ground in keeping with the character of the surrounding area	Suitable site for a new burial ground agreed through planning application	<b>South Norfolk Council Private Sector Developers Environment Agency</b>
		Provision of new burial ground that will not have an adverse impact on the amenity of local residents	Suitable site for a new burial ground agreed through planning application	
		Provision of new burial ground that is appropriately located in relation to public transport	Suitable site for a new burial ground agreed through planning application	
		Provision of new burial ground that has adequate vehicular access, including parking arrangements for disable users	Suitable site for a new burial ground agreed through planning application (secured through planning condition/legal agreement)	
		Provision of new burial ground that will have no significant impact on controlled waters (groundwater or surface water)	Suitable site for a new burial ground agreed through planning application (secured through planning condition)	
		Provision of new burial ground that will	Suitable site for a new burial	



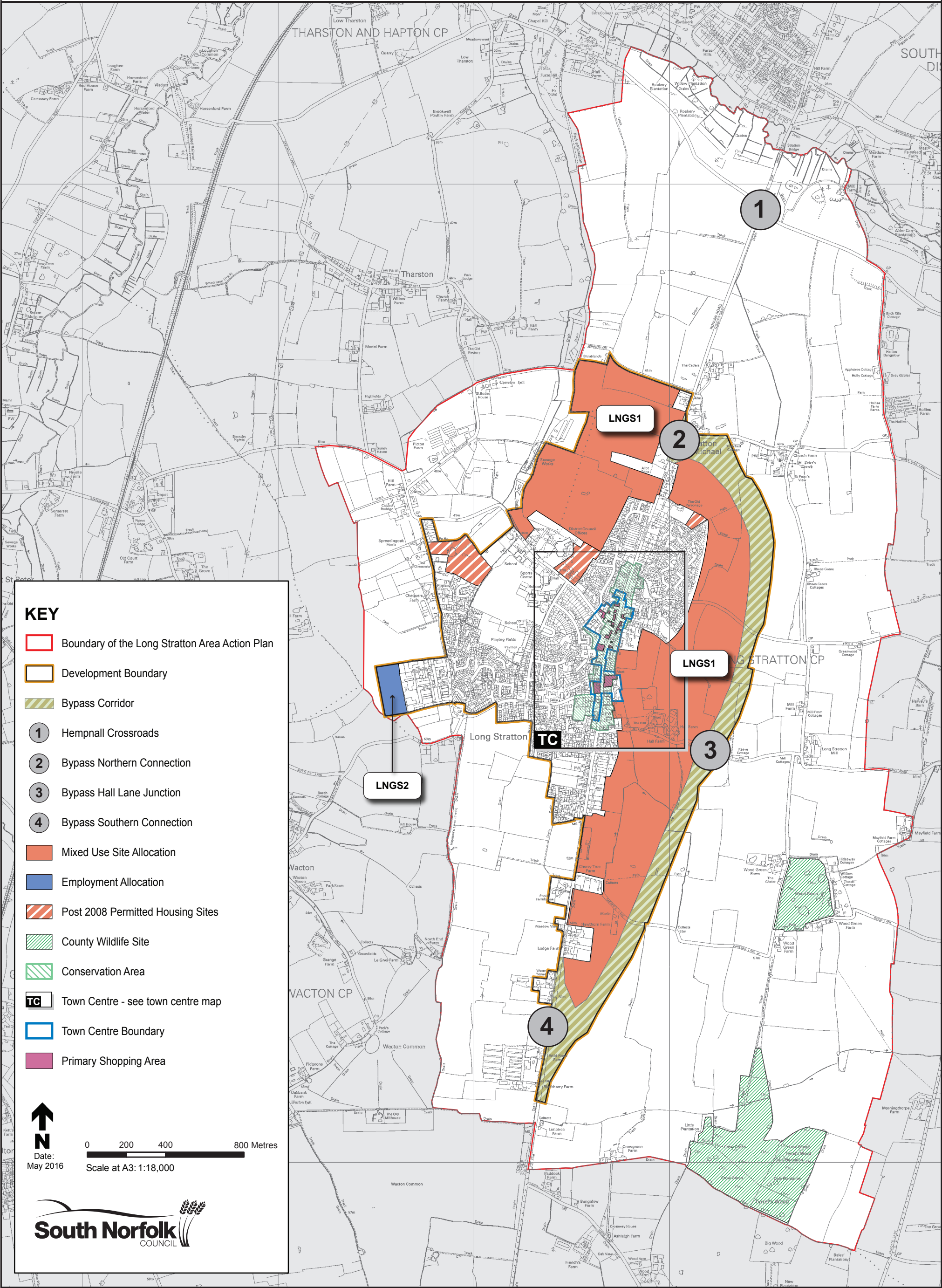
<b>Policy References</b>	<b>Proposal</b>	<b>Key Indicators</b>	<b>Targets</b>	<b>Responsible Bodies</b>
		have no significant impact on the ecological value of the area	ground agreed through planning application (secured through planning condition)	
		Provision of new burial ground that will have no significant impact on nationally important heritage assets and any impact on lesser significant assets is significantly lessened	Suitable site for a new burial ground agreed through planning application (secured through planning condition)	
<b>LNGS9</b>	<b>Accessibility</b>	New development to improve permeability for pedestrians and cyclists to/from centre of Long Stratton, key services and facilities, education, health care and wider countryside.	Provision of enhanced accessibility agreed through planning application	<b>South Norfolk Council Norfolk County Council</b>
		The layout of new development will improve bus circulation and connectivity which will increase bus usage.	Provision of enhanced accessibility agreed through planning application	

## **APPENDIX 1 – JOINT CORE STRATEGY POLICY FOR LONG STRATTON**

Policy 10 from the JCS states that development in Long Stratton is intended to ensure the delivery of the Long Stratton Bypass, and will include;

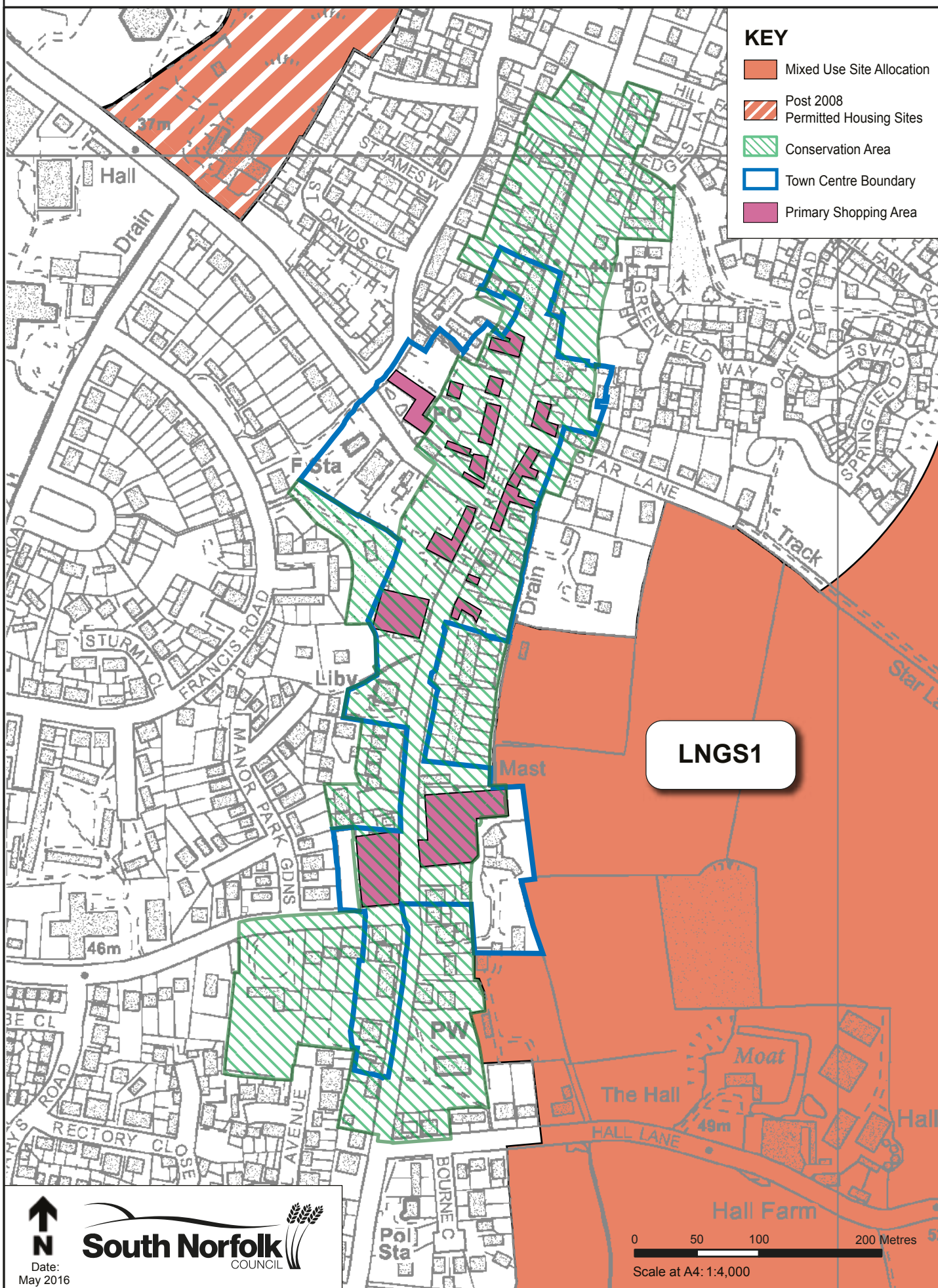
- At least 1,800 dwellings, the full level and phasing of growth at this location is dependent on overcoming sewerage constraints;
- Improvements to the town centre including traffic management , environmental enhancement and expanded facilities;
- Secondary school provision will be provided in, or by the expansion of, the existing school;
- Investment in strategic infrastructure corridor reflecting and conserving the ancient landscape to the east of the village;
- Transport improvements including bus priority at the A140/A47 junction and enhanced route to the city centre;
- Safe and direct cycle and pedestrian access to the town centre and employment locations; and
- Additional local employment opportunities.

Long Stratton Area Action Plan, Policies Map





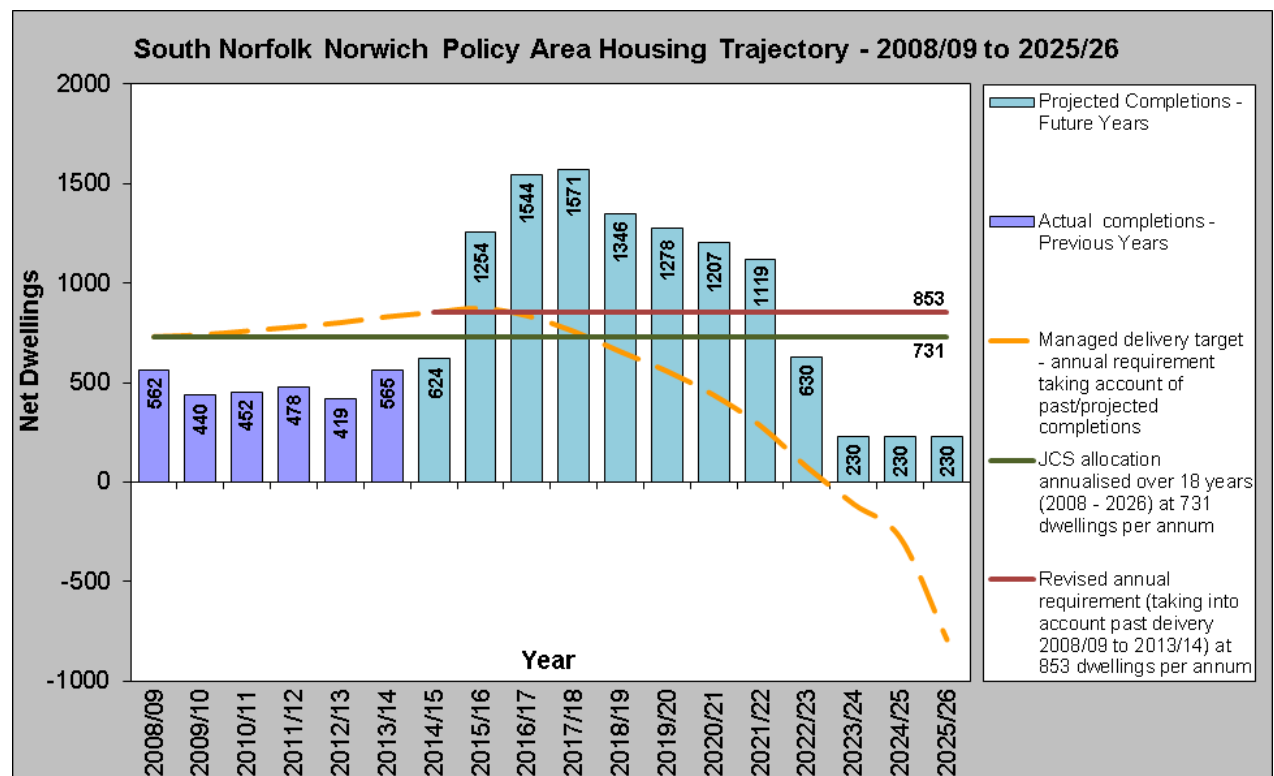
# Long Stratton Area Action Plan, Policies Map - Town Centre







## Appendix 4



Note: The 'Revised annual requirement (taking into account past delivery 2008/09 to 2013/14)' does not include the additional buffer, moved forward from later in the plan period, required by NPPF paragraph 47. Including a buffer of 5% would give a revised annual requirement for 2015/16 to 2019/20 of 896 units in the NPA. The Joint Core Strategy Monitoring Report will set out the up-to-date five year supply position, including the appropriate buffer, on an annual basis.

## Appendix 5

The following is the list of South Norfolk Local Plan 2003 policies which remain in use as of December 2015 and form part of the development plan for South Norfolk and which will be superseded upon adoption of the Long Stratton Area Action Plan.

<b>Policy</b>	<b>Title</b>
LON 2:	Housing allocation north of Lime Tree Avenue, Long Stratton
LON 3	Employment allocation adjacent to the plant depot on Ipswich Road, Long Stratton
LON 4	Developer requirements for employment allocation adjacent to the plant depot on Ipswich Road, Long Stratton
LON 8	Rear servicing provision to new commercial premises in Long Stratton
LON 9	New burial ground site in Long Stratton