

Diss & District Neighbourhood Plan 2021 - 2038

Referendum version, August 2023



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DISS & DISTRICT NEIGHBOURHOOD PLAN

2021 - 2038

REFERENDUM VERSION

August 2023

DISS & DISTRICT NEIGHBOURHOOD PLAN 2021-2038
August 2023

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PREFACE

Neighbourhood Planning was introduced in the Localism Act of 2011. Since then, more than 200 community groups throughout our two counties have taken the decision to create their own neighbourhood plan. It takes a lot of effort and dedication to create such a plan but surprisingly few who started have given up along the way. Some take longer than others but of those who have persisted, 43 in Norfolk and 40 in Suffolk now have their neighbourhood plan adopted and playing a part in determining planning applications in their area.

Although there had been a significant period of preparation, work on the *Diss & District Neighbourhood Plan* began in earnest when the plan area, covering seven parishes and straddling the county boundary, was designated by the district councils in August 2017. By then, a DDNP Steering Group had been formed, made up of two or three representatives from the seven member parishes. It has met nearly every month since then and has overseen every stage of the Plan's development.

This final version of the Plan is now ready for its final hurdle, a referendum at which it will hopefully receive the approval of the communities it is meant to serve. When it is adopted it will become one of the statutory documents that guide South Norfolk and Mid Suffolk councils with their planning decisions in the area. Even then, the Steering Group will continue its work, keeping the DDNP up to date in whatever ways are necessary to reflect changing times and the will of the community.

Members of the DDNP Steering Group are:

CHAIRMAN David Burn

DISS Simon Olander and Eric Taylor

BURSTON & SHIMPLING Alison Wakeham

ROYDON Paul Curson, Jane Jennifer and Trevor Ault

SCOLE Graham Moore, Dola Ward and Corinne Moore

BROME & OAKLEY Roger Broughton and Tom Pace

PALGRAVE Rebecca Dingle

STUSTON Roger Greenacre and Steve Leigh

ACKNOWLEDGEMENTS

A venture like the *Diss and District Neighbourhood Plan* would get nowhere without input and support from a wide range of people, every one of whom deserves our thanks and gratitude. The Steering Group would first like to thank the many businesses and members of the communities in the Plan area who manoeuvred us in the direction they wanted the Plan to go. Their participation in the surveys and consultations has been invaluable. Thank you.

We would also like to acknowledge the wealth of support we have had from the clerks and officers of the parent town council and the participating, parish councils and parish meeting, on whose behalf we carried out the work.

Our thanks and appreciation are also extended to the members of the working group: Brian Falk, Richard Pither and Tim Holt-Wilson for the time and expertise they put into researching the wealth of information included in the asset assessment reports on Key Views, Local Green Space and Non-designated Heritage Assets. We are also grateful to George Waterman, who has shared his social media expertise with us and helped with publicity. Thank you also to Hugh and Sian Bunbury for their help with aspects of design.

Throughout, we have benefitted greatly from the help and advice of officers from South Norfolk Council and Mid Suffolk District Council. Many thanks.

Over the years that a neighbourhood plan is in preparation, the membership of its steering group inevitably changes but the contribution of its former members remains embedded in the Plan. For the parts they played, many grateful thanks go to Deborah Sarson, Mike Bootman, Ursula Halton, Dave Poulter, Neil Weston, David Goldson and Sharon Cousins-Clarke.

The expertise of Louise Cornell and Mark Thompson of Collective Community Planning, our consultants, has been indispensable. They have been a pleasure to work with and very much deserve our warmest thanks.

Finally, our project manager, Stephanie Ayden, has done her absolute best, often against the odds, to manage consultations, surveys, much of our publicity, the website and general admin – a role that she has frequently likened to nailing jelly to the ceiling. Even so, quite a lot of it must have stuck, because she seems to get us there in the end. Thanks for everything Stephanie.

David Burn

on behalf of the DDNP Steering Group

DOCUMENTS LIBRARY

Many documents are created during the making of a Neighbourhood Plan. Some are ephemeral but others endure as a record of work done or provide supporting evidence and a source of reference for when the time comes for the Plan to be reviewed. Those documents that have been selected for 'the library' are listed below. They can all be accessed at <https://ddnp.info/submission-documents>

- **Diss & District Neighbourhood Plan Regulation 15 Submission Draft**
- **Statement of Basic Conditions**
- **Consultation Statement**
- **Evidence Base**

TECHNICAL SUPPORT REPORTS by AECOM:

- **Housing Needs Assessment (HNA)**
- **Site Options Assessment (SOA) Part 1**
- **Site Options Assessment (SOA) Part 2**
- **Site Options Assessment (SOA) Consolidated Report**
- **Strategic and Environmental Assessment (SEA)**
- **Habitat Regulations assessment (HRA)**
- **Diss & District Design Code (DDDC)**

PARISH ALLOCATION & ASSET MAPS:

- **Diss**
- **Brome & Oakley**
- **Burston & Shimpling**
- **Palgrave**
- **Roydon**
- **Scole**
- **Stuston**

ASSET ASSESSMENT REPORTS:

- **Local Green Spaces Assessment Report**
- **Key Views Assessment Report**
- **Non-Designated Heritage Assets Assessment Report**

All these documents and others relating to the DDNP can also be accessed in the neighbourhood planning section of [South Norfolk](#) and [Mid Suffolk](#) websites.

GLOSSARY OF ABBREVIATIONS

- AECOM** A multi-faceted, multinational American company contracted by [Locality](#) to provide technical support to neighbourhood planning groups. The name is an acronym formed from the initial letters of ‘architecture, engineering, construction, operations, management’. The technical assistance commonly includes the creation of supporting documents that must accompany the submission of the Plan itself. These include the SOA, HRA and SEA, about which further information can be found against their entries in this glossary.
- CIL** **Community Infrastructure Levy**
A charge that can be imposed on certain types of development by LPAs; an important source of funding to provide the new or extra infrastructure that the added pressure resulting from development may require. [\[more info\]](#)
- CLLP** **Claylands Living Landscape Project**
A Norfolk Wildlife Trust initiative. [\[more info\]](#)
- DDDC** ***Diss & District Design Code***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on www.ddnp.info/submission-documents
- DDNP** ***Diss & District Neighbourhood Plan***
- DNIS** ***Diss Network Improvement Strategy***
Norfolk County Council, April 2020. [\[more info\]](#)
- GNLP** ***Greater Norwich Local Plan (emerging)***
[\[more info\]](#)
- HNA** ***Housing Needs Assessment***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on www.ddnp.info/submission-documents
- HRA** ***Habitats Regulations Assessment***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on www.ddnp.info/submission-documents
- JCS** ***Joint Core Strategy (2011, as amended 2014) for Broadland, Norwich and South Norfolk***
[\[more info\]](#)
- JLP** ***Babergh & Mid Suffolk District Councils Joint Local Plan (emerging)***
[\[more info\]](#)
- LGS** **Local Green Space**
Areas of special value to the community that can be protected from development by receiving this designation in a Local Plan or a Neighbourhood

Plan. Paragraph 102 of the NPPF places constraints on designation, depending on closeness to the community, size and the extent to which the space is be demonstrably special and hold a particular local significance..

LLFA **Lead Local Flood Authority**

[\[more info\]](#)

LPA **Local Planning Authority**

Defined in the NPPF as 'the public authority whose duty it is to carry out specific planning functions for a particular area'. The LPAs covering the DDNP area are South Norfolk Council and Mid Suffolk District Council

LCWIP **Local Cycling and Walking Infrastructure Plan**

[Norfolk County Council](#) is working in partnership with all district and borough councils to create a Local Cycling and Walking Infrastructure Plan (LCWIP) for Norfolk. The Norfolk LCWIP builds on plans already completed for Great Yarmouth, King's Lynn and Greater Norwich.

[Suffolk County Council](#) produced a [draft LCWIP](#) last year and several of the local authorities now have them in preparation.

[\[See here\]](#) for government guidance on their preparation.]

MSCS **Mid Suffolk Core Strategy**

It was first adopted as part of the district's Development Plan [in 2008](#); an amendment [in 2012](#) had no effect on the settlement hierarchy or the settlement boundaries.

MSDC **Mid Suffolk District Council**

MSLP **[Mid Suffolk Local Plan \(1998\)](#)**

Long overdue for review, this plan [\[see here for the original\]](#) will soon be superseded by the JLP. An [alteration in 2006](#) affected the affordable housing policies, and other original policies have been superseded by the MSCS.

NDHA **Non-Designated Heritage Asset**

These are buildings, sites, monuments, places or areas identified as having sufficient significance to be worthy of consideration when planning decisions are made but either have not been considered or do not meet the criteria for statutory designation (listing) by Historic England.

NGA **Next Generation Access**

A communications technology expression to describe new or improved networks that will allow much improved quality and speed. It seems to be most often used to refer to some fibre optic networks.

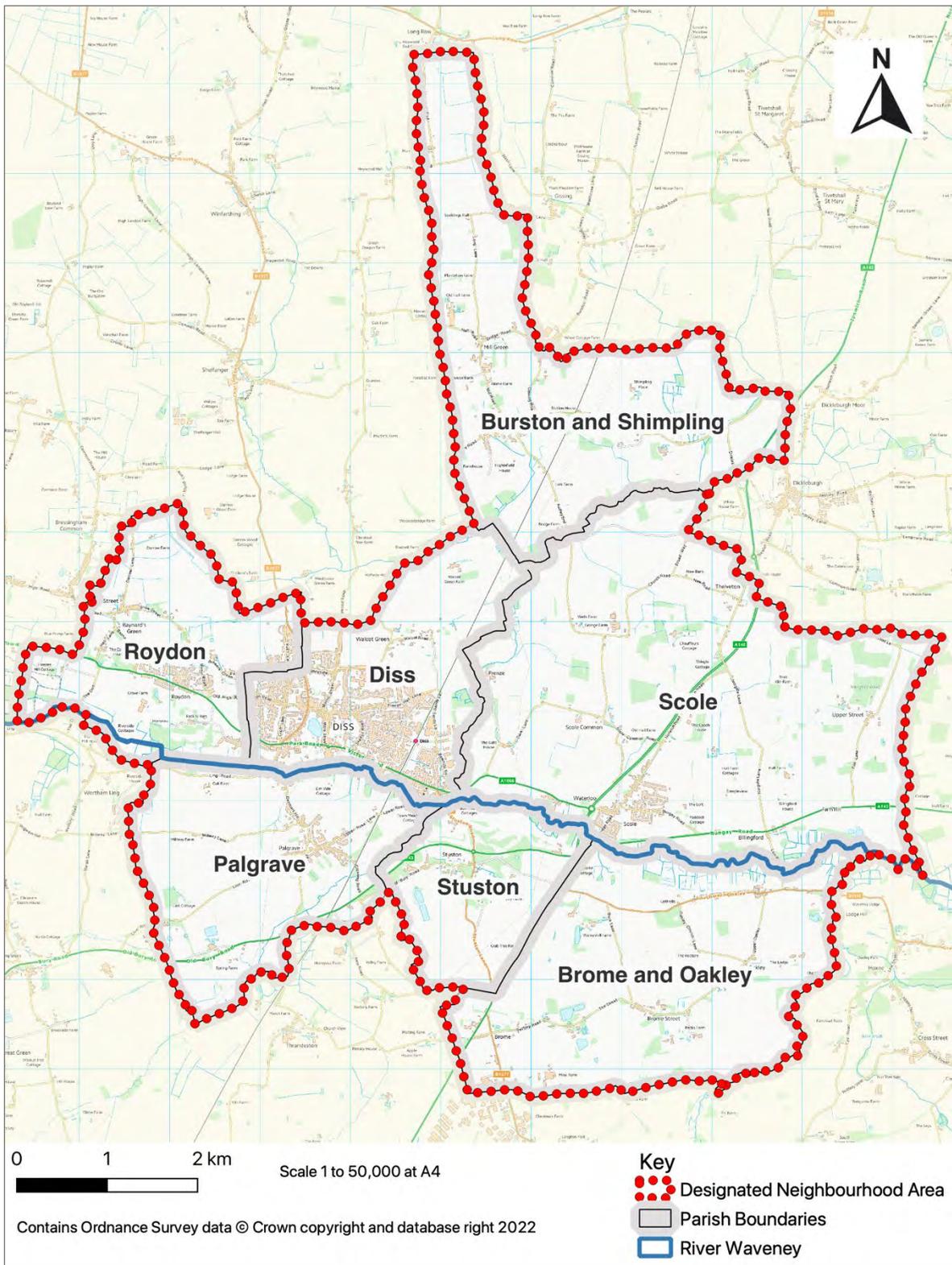
NMWCS **Norfolk Minerals and Waste Core Strategy**

in [Norfolk Minerals and Waste Development Framework](#), Norfolk County Council 2011

NPPF **National Planning Policy Framework**

[See here](#) for a concise explanation of what it is and what it does. First introduced in 2012 it has now been revised three times, the latest being in [July 2021](#).

- PPG** ***Planning Practice Guidance***
This is a [web-based resource](#) that supplements the NPPF. It adds a vast amount of detail and is presented under an A to Z list of category headings
- SEA** ***Strategic Environmental Assessment***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on www.ddnp.info/submission-documents
- SNC** **South Norfolk Council**
- SNLP** ***South Norfolk Local Plan***
Strictly, this should include the 2011 JCS but this has been referred to separately using those initials throughout this DDNP document. The use of SNLP, in the present context, is intended to include the [Site Specific Allocations and Policies](#) document and the [Development Management Policies](#) document, both of which were adopted in October 2015 [[more info](#)]
- SOA** ***Site Options and Assessment***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on www.ddnp.info/submission-documents
- SPD** **Supplementary Planning Document**
An SPD expands on matters included in the Local Plan; it does not have the statutory status of a Local Plan policy but it is a material consideration in decision making and can form part of the Local Development Framework. It is used to build on policies in the Local Plan and give guidance on how they can be applied.
- SuDS** **Sustainable Drainage System**
These are natural approaches to controlling drainage from developments. The aim is to slow run-off from an area and hold it if necessary before allowing its slow release. The longer a volume can be retained, the more chance there is of contained pollutants being broken down by natural processes.
- TPO** **Tree Preservation Order**
A written order administered by an LPA that can be used to protect trees that are felt to be a particular amenity benefit to the community. It can be applied to a single tree or a number of trees in a defined area. The order protect the trees from any level of damage without the LPA’s permission.
- VCHAP** ***Village Clusters Housing Allocation Plan (emerging)***
5.5% of the housing growth in the GNLP area has been assigned to the village clusters in South Norfolk. Allowing for homes already built out and sites with extant planning permission, more sites to accommodate a minimum of 1,200 homes need to be allocated. This is being addressed by South Norfolk Council’s VCHAP, which is expected to come into force in 2023. [[more info](#)]



MAP 1 *The Diss & District Neighbourhood Plan area comprises seven parishes and is thought to be one of the most complex plans to be undertaken in the country.*



1 INTRODUCTION

- 1 The creation of the Diss & District Neighbourhood Plan (DDNP or 'the Plan') is a joint project involving Diss Town Council and the surrounding parish councils of Roydon, Burston & Shimpling, and Scole in South Norfolk, and Palgrave, Stuston and Brome & Oakley in Mid Suffolk.
 - 2 The Plan area is split into two by the county boundary between Norfolk and Suffolk, which is demarcated by the environmentally important River Waveney. It therefore lies within the administrative areas of both South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC), which are the Local Planning Authorities (LPA).
 - 3 The partnership of seven parishes was formed in July 2017 on the basis that Diss is regarded as the commercial, cultural and leisure hub, not only for the residents of the town but also for those living in its surrounding parishes. All seven parishes benefit from its facilities and take a keen interest in its plans for the town centre, housing, leisure and employment.
 - 4 The parishes of Heywood, Wortham & Burgate and Thrandeston were also invited to join the Plan but declined.
 - 5 A joint plan ensures that policies such as those in relation to housing, walking and cycling routes and green corridors are considered across a wider area. This ensures a greater and more coordinated impact than if each individual parish were to create its own plan. Housing growth will generally be expected to focus on the more sustainable locations such as Diss first and foremost as well as those villages with day-to-day services.
 - 6 The planning period for the DDNP will be 2021-2038.
 - 7 Map 1 on the facing page shows the designated area for the Plan. Diss parish consists largely of the urban settlement, whilst the surrounding parishes are generally rural with small villages and some scattered development and farm buildings.
-

SUMMARY OF KEY SETTLEMENTS



FIGURE 1 The weekly market in Diss dates from 1135

DISS

- 8 Diss is a market town mentioned as a Royal Manor in the Domesday Book. The market dates from 1135 and a Charter for the 'Great Annual Fair' was granted in 1195. The fair was held by the bridge crossing the River Waveney at Fair Green for 700 years until 1872.
- 9 The 13th to 16th centuries saw the rise of the wool and linen trade and merchants used their wealth to build fine houses, warehouse and guild halls. They also built and added to the parish church.
- 10 This prosperity was consolidated in the 16th and 17th centuries and many of the town centre buildings survive from this period, although some were lost in a fire in Mere Street in 1640. Some fine Georgian houses and cottages were built in the 18th and 19th centuries, mostly of brick, compared with the timber framing of their predecessors. The arrival of the railway in the 19th century led to the growth of industries and housing along Victoria Road, and helped the town to prosper without affecting the centre.
- 11 The central core comprises the Market Place, St Mary's Church, Market Hill, the Corn Hall, St Nicholas Street and a network of alleys, passages and shopping courtyards clustered around what is probably the original hub of the town. This area is known today as the Diss Heritage Triangle. It forms a part of the main shopping area, which extends southwards to the A1066.
- 12 Many famous people have lived or been connected to Diss, which is borne out by the number of streets named after them. Sir John Betjeman thought that Diss was "the perfect English Country town", but one that was better appreciated if you walk about it, rather than just drive through it.
- 13 The town is located in the Waveney Valley on the Norfolk/Suffolk border in South Norfolk. It is connected by the A140, A1066 and regular rail services on the Norwich to London railway line. It has a wide selection of shops ranging from small local businesses to large superstores, meaning it not only serves its residents but the surrounding rural catchment.

- 14 The town centre has a mixture of attractions including Georgian and Edwardian buildings, a public park, the Mere, auction rooms, the Diss Corn Hall Theatre and Arts Centre, plus a broad range of cafes, restaurants, pubs and a marketplace with a regular Friday market.
- 15 Norfolk County Council's Norfolk Market Town Centre Report (2019)¹ found that Diss has 160 town centre retail and business units. Most town centre units are comparison retailers, which include clothing and charity shops. Vacant units have reduced in the town centre by seven units since 2018, and in 2019 four vacant units were recorded. This evidence is of course somewhat outdated now, particularly given the impact of Covid-19, the true effects of which on the 'high street' we are yet to fully see.
- 16 Diss is identified as a Main Town in the Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) and in the emerging Greater Norwich Local Plan (GNLP)
- 17 The town offers a wide range of services and facilities; it is therefore seen as suitable for significant housing and employment growth. As well as a good range of shops and facilities in the town centre, there is a concentration of commercial and industrial businesses to the east of the town (located either side of the railway), with further land allocated for expansion.
- 18 Further afield, some three miles from the town, near Eye, is the Mid Suffolk Business Park, which also offers significant employment opportunities. This falls just outside the DDNP area.
- 19 The town is located to the north west of the junction of the A140 and A143 and is on the main Norwich-Ipswich-London rail line. It is therefore well located for new development. There are vehicular pressures on the A1066 Victoria Road and B1077 Denmark Street as they pass through the town. Traffic congestion, especially at key junctions such as the Morrisons A1066 roundabout, is considered a barrier to growth. The roundabout on the road going into Morrisons is also important to the development of land to the south of Park Road, for which there is an ambition to develop a new 'Waveney Quarter' of the town with leisure facilities and green open space.
- 20 The growth of housing along Frenze Hall Lane, a road that is single track in two places, has also led to congestion issues as it is a major route for those travelling into the town or to the schools from the east, and also those travelling west to the railway station or commuting in the Eye/Ipswich/Norwich direction.
- 21 Diss has an attractive historic town centre within an extensive Conservation Area, that extends to Sunnyside at the north and Park Road to the south. The historic core of Diss is formed by the Market Place, Market Hill, and St Nicholas Street and the town includes an exceptional concentration of listed buildings.
- 22 Several open green spaces are located within the town, including the Mere and adjacent park, as well as private open land that contributes significantly to the town's character.
- 23 The South Norfolk Local Plan (SNLP) and emerging GNLP seek to avoid the coalescence of Diss with the nearby villages, particularly Roydon to the west, where the settlement boundary of Diss crosses the parish boundary into Roydon. As such, the scope for expansion of the town is seen to be constrained.

¹ [Norfolk Market Town Centre Report](#) (2019)

SOUTH NORFOLK VILLAGES

Roydon, Scole and Burston & Shimpling

- 24 Both Roydon and Scole have been designated Service Villages in the JCS and are therefore able to accommodate small scale growth through site allocations, and infill. The village of Burston (in the civic parish of Burston & Shimpling) is designated as an ‘Other Village’ and so suitable for small-scale development only. Shimpling is considered a smaller rural community within the countryside, where development is not usually permitted, apart from agreed exceptions such as affordable housing meeting a specific local need.

ROYDON

- 25 The main settlements in the parish are concentrated in several distinct areas. There is the main village of Roydon, focused around the High Road, and the nearby hamlet of Snow Street. For the purposes of development, certain parts of east Roydon are included within the settlement boundary of Diss; namely those parts of Roydon parish to the west of Shelfanger Road and north of Factory Lane and, in addition, Tottington Lane west of Fair Green.
- 26 The parish also contains clusters of housing around Brewers Green, Baynards Green and along Roydon Fen track.
- 27 Roydon village is located on the A1066 overlooking the Waveney Valley. It comprises several residential estates to the north of the road built over a period of decades during the second half of the 20th century, and a ribbon of development, started in 1930, along its south side. To the east, Factory Lane, containing a single row of bungalows and some of the earliest council houses built in Roydon, leads to Quaker Wood (the Diss Community Woodland Project). The surrounding fields and Quaker Wood help to separate Roydon from the developed area of Diss.
- 28 Elsewhere, the village is surrounded by open farmland affording attractive views from Swamp Lane and Baynards Lane across to Snow Street, from Darrow Lane across a shallow valley to the north and east, and across the larger Waveney Valley to the south (including the Roydon Fen Nature Reserve). Settlement is of a linear nature along Snow Street, Baynards Lane and Hall Lane. These combine to create an attractive environment, where trees are integral to the setting of the dwellings. Roydon has a fine abundance of Grade II listed houses, the majority of which are in Snow Street, with others to be found in Baynards Lane, Hall Lane and Brewers Green.
- 29 Roydon’s only Grade I listed building is its church, St Remigius. The church building dates from the 1100s with many changes through the ages. It has one of the distinctive round towers that are to be found in Norfolk with an octagonal top added in the 1800s to replace an earlier top. Pevsner remarks on its particularly good north porch with flushwork panelling.
- 30 The A1066 provides Roydon with a direct east-west link to Diss and other settlements along the Waveney Valley. Old High Road provides a further link to the centre of Diss via Roydon Road. The B1077 Shelfanger Road links northward to Shelfanger and Attleborough.

- 31 The village contains a range of facilities including a primary school, service station with a well-stocked shop, village hall and pub with restaurant. The late 19th century primary school now boasts a substantial 21st century extension. Roydon benefited in 1988 from the building of its Village Hall, which is fully utilised. The timber-framed 16th century White Hart pub with restaurant is well supported by the local community.

SCOLE

- 32 The parish of Scole is one of the largest parishes in Norfolk by area. The village itself is located in the south of the parish on the northern edge of the Waveney Valley. It is centred around the junction of the former Roman roads that became the A140 and A143. Scole contains extensive frontage development to the north, east and south of this junction backed by several large housing estates.
- 33 Relatively little development is located on the western side of the former A140, except for some limited frontage development along The Street and Norwich Road. A small, 18-home estate has recently been built on the west side of Norwich Road, opposite St. Andrew's Church. The area around the junction of Bungay Road, Norwich Road and the Street forms the village core and includes a variety of buildings of considerable historical significance.
- 34 Approximately half of the village consists of relatively modern dwellings of, which many are detached, and the village is characterised by several open spaces near the centre, some of which afford views over the surrounding countryside.
- 35 The A140 and A143, which both bypass the village, provide direct links to Norwich and Ipswich and to towns along the Waveney Valley. The somewhat congested A1066 to the west of the village links Scole to Diss railway station, around 2.5km from the village.
- 36 The settlement has a range of social and community facilities including a primary school, shop, playing fields and a small community centre. The village has the benefit of mains sewerage although this will need surveying to ensure capacity exists to support any medium to large scale housing development.

BURSTON & SHIMPLING

- 37 The separate parishes of Burston & Shimpling were merged in 1935 and include the outlying hamlets of Audley End and Mill Green.
- 38 St. George's Church in Shimpling is the only remaining Grade I listed building. The Burston Strike School was founded as a consequence of a school strike and became the centre of the longest running strike in British history. It is now a museum and community building. Although the village has seen some growth in the last 20 years, it still retains a very rural character. Its Conservation Area, designated in 1994, which centres on the two village greens.
- 39 Development is focused around the Diss Road/Rectory Road crossroads, where there is St. Mary's Church and the Burston Crown Public House. Burston Primary School and large playing field, with a popular BMX track, are nearby on Crown Green. The Space wellbeing centre is in Mill Green.

MID SUFFOLK VILLAGES

Palgrave, Stuston and Brome & Oakley

- 40 The Mid Suffolk *Core Strategy* (MSCS) defines Palgrave as one of 26 ‘Secondary Villages’ in the settlement hierarchy. Brome and Oakley (now within the single civic parish, Brome & Oakley) and Stuston are not listed in the settlement hierarchy and as such are designated as ‘Countryside Villages’.
- 41 The emerging Babergh and Mid Suffolk *Joint Local Plan* for 2018 to 2037 (JLP) had identified Brome, Palgrave, and Stuston as Hinterland Villages. Oakley was identified as a Hamlet. Together, these villages were expected to deliver 64 homes over the Plan period. With the strategic policies in the JLP relating to the settlement hierarchy and housing requirement figures now deferred to Part 2 (expected to be adopted in 2025), this means that the housing requirement figure should be treated as indicative only.

PALGRAVE

- 42 Palgrave is located south of Diss, just inside the Mid Suffolk District boundary. The settlement consists of primarily 20th century residential development with several listed buildings mainly located around the triangular green to the north of the Parish Church of Saint Peter.
- 43 The Green is the core of the settlement and the Conservation Area. The landscape in Palgrave and the immediate surrounding area is characterised primarily as Ancient Plateau Claylands, as identified in the *Suffolk Landscape Character Assessment*,² with a band that wraps around from the north to the east and the south characterised as Rolling Valley Farmlands and Furze. Palgrave lies within the Protected Habitats Mitigation Zone.

STUSTON

- 44 Stuston is located west of the A140, south-east of Diss and close to the south bank of the River Waveney, which divides the Plan area between Norfolk and Suffolk. The linear settlement pattern is concentrated along the Old Bury Road and consists primarily of heritage buildings, with a small amount of 20th century residential development.
- 45 A large area of the parish is dominated by Stuston Common, covering some 70 hectares. The northern part of the Common is occupied by Diss Golf Club’s course.
- 46 The landscape in Stuston and the immediate surrounding area is characterised primarily as Rolling Valley Farmlands and Furze with the western aspect of the settlement characterised as Rolling Valley Claylands.

² <https://suffolklandscape.org.uk>

BROME & OAKLEY

- 47 Brome is located to the north and east of Eye Airfield.
- 48 The settlement consists of primarily linear 20th century residential development along Rectory Road, with a number of dispersed individual listed buildings and a small cluster of listed buildings in Brome Street.
- 49 The landscape in Brome and the immediate surrounding area is characterised as Rolling Valley Claylands.
- 50 Oakley is classified as a Hamlet Village. Upper Oakley consists of a series of dispersed residential buildings continuing east from Brome Street, and Lower Oakley is a linear development alongside the B1118 and adjacent to the River Waveney. It has a number of listed buildings, including the Grade II* listed Poplar Farmhouse.



2 WHAT IS NEIGHBOURHOOD PLANNING?

2.1 OVERVIEW OF NEIGHBOURHOOD PLANNING

- 51 Neighbourhood Planning was introduced in the Localism Act 2011. It is an important and powerful tool that gives communities, through their parish councils, statutory powers to develop a shared vision and shape how their community develops and changes over the years.
- 52 The DDNP will be a document that sets out local planning policies for the Plan area and these will be taken into account to decide whether planning applications are approved or not, alongside the adopted policies of South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC). It is a community document, that is created by local people who know and love the area.
- 53 The Plan has to support the delivery of the 'strategic policies' contained in the *Local Plans* of the two Local Planning Authorities (LPA), SNC and MSDC. This includes the scale of housing growth for the area and the distribution of that housing growth.
- 54 The LPAs have provided indicative housing numbers that the DDNP should accommodate. Most of the housing growth will be in Diss with some in the villages, though not all of the villages. This is discussed further in Section 7.
- 55 A neighbourhood plan can include 'non-strategic policies', such as the mix of housing needed, design principles for new development, conserving and enhancing the natural and historic environment, and protecting local green spaces from development. It can also allocate land for the indicative housing growth, or it can leave that to the LPAs.
- 56 The DDNP is allocating a number of sites for housing so that there is more local control over where new development is built.
- 57 Once a neighbourhood plan has been brought into force, following consultation with residents and a local referendum, it becomes part of the statutory development plan for the parish and will be used by the LPAs in the determination of all relevant planning applications in the neighbourhood plan area.

2.2 THE PROCESS OF DEVELOPING THIS NEIGHBOURHOOD DEVELOPMENT PLAN

- 58 The Plan area is shown in Map 1. It was designated in August 2017 following a consultation by SNC and MSDC.
- 59 The seven member parishes of the DDNP agreed to the formation of a steering group to be responsible for the creation of the Plan. As far as was possible, it was made up of two members of the community from each parish, plus a substitute member and was supplemented, as required, by others or local experts by invitation. The DDNP Steering Group was responsible for gathering evidence, consultation, publicity, procurement of consultants, project management and generally overseeing the Plan's development. For formal administrative efficiency the Steering Group recognises South Norfolk Council as the lead local authority and Diss Town Council as the qualifying body and lead parish council.

60 Working on behalf of the community and the town and parish councils, the Steering Group has prepared this Plan, which will shape and influence future growth across the area. The key stages in developing the Plan included:

- Apply to the LPAs to designate the Plan area
- Collect evidence and determine initial ideas
- Undertake a Housing Needs Assessment and Design Guide for the Plan area
- Identify issues and options for addressing them
- Undertake a 'call for sites' that could be allocated in the Plan
- Assess potential sites against a range of objective criteria
- Consult the community and local stakeholders on issues and options (including sites) for the Plan
- Prepare a pre-submission draft Plan
- Screen the draft Plan for environmental impacts
- Undertake a full assessment of environmental impacts, including on designated wildlife sites
- Consult on the pre-submission draft Plan and Environmental Report
- Revise the draft to produce a submission draft of the Plan
- Submit the draft Plan to the LPAs for further consultation and independent examination and revise it if required
- LPAs organise a community referendum
- If approved by a majority, the Plan is made (adopted)

61 A broad range of evidence has been reviewed to determine the issues and develop policies for the Plan that will ensure the area grows in a way that meets the aims of the Plan and, in particular, respects the needs of current and future residents.

62 The policies contained within it will influence the design, location and type of new homes being delivered, as well as guiding infrastructure improvements that are delivered alongside growth so as to maximise community benefit.

2.3 MONITORING AND REVIEW

63 The Diss and District Neighbourhood Development Plan has been designed to operate within the context provided by the development plan in both South Norfolk and Mid Suffolk. This will assist in ensuring a close relationship between planning policies in the two local authority areas and the planning policies in this Plan.

64 The Plan is a response to the needs and aspirations of the local community as they are currently understood. However, it is acknowledged that current challenges and concerns are likely to change over the Plan period (to 2038). In its capacity as the qualifying body, the Town Council is responsible for maintaining and periodically revisiting the Plan to ensure its continued relevance and to monitor delivery. In conjunction with the parish councils in the neighbourhood area it will monitor the effectiveness of the Plan mainly through an assessment of the way in which its policies are applied locally through the development management process and at appeal. If it becomes clear that certain policies need revising the Town Council and the parish councils will assess the need for a partial review of the Plan.

- 65 Any neighbourhood plan operates within the wider context provided by national planning policy and local planning policy. The Town Council will monitor and assess the implications of any changes to national or local planning policy on the Plan throughout the Plan period. Where necessary it will consider the need for a partial review of the Plan.
- 66 The eventual adoption of the Greater Norwich Local Plan could bring forward important changes to local planning policy. In this context the Town Council will assess the need or otherwise for a full or partial review of the neighbourhood plan within six months of the adoption of that Plan.



3 INVOLVING THE COMMUNITY

- 67 Engaging the wider community in development of the Plan has been a key focus.
- 68 In June 2017, Diss Town Council (as the ‘qualifying body’) submitted a Neighbourhood Area application to South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC) to define the boundary of the Diss & District Neighbourhood Plan (DDNP) area. A period of consultation ran from 16 June to 31 July 2017, with both local authorities confirming designation of the area on 23 August 2017.
- 69 The first public consultation, in the form of a survey delivered to every household, around 8,000, in the area, in early 2018. The key issues and themes emerging from this initial consultation were:
- The congestion on the A1066 and traffic generally, but in particular regular delays for commuters and train station users, together with the lack of footpaths and safe cycle routes.
 - The need to ensure the area included the right housing to meet local need.
 - The need to support growing businesses.
 - The need to ensure the sustainability and attractiveness of Diss town centre for visitors and shoppers.
 - The need for each parish to retain its own character and sense of place.
 - The integration of high quality, reliable digital communications
 - The provision of modern medical facilities, community activities, arts and culture, sports and leisure to local communities
 - The preservation of an area rich in natural features, ecology, archaeology, culture, history and heritage.
- 70 A more recent consultation in the summer of 2020 focused on identifying the key issues the Plan should tackle, such as supporting ecology and Diss town centre. The consultation also explored potential policies for the Plan, such as a strategic gap or ‘green wedge’ between Roydon village and Diss to avoid their coalescence. It also gave a range of options for some policy matters. These included options for affording some protection to valued areas by designating them as Local Green Space and also suggesting various sites that could be allocated for new housing.
- 71 Given the impact of the Coronavirus pandemic on the ability to engage with local communities face-to-face, the DDNP Steering Group had to rely on a questionnaire, available both online and in printed format. It was extensively promoted, and had an excellent response, with around 1,000 completed surveys. This was followed up later in the year with a second questionnaire focussing on additional housing sites and Local Green Spaces that had been suggested in the earlier consultation. This second survey had 530 responses.
- 72 A full account of consultation activities, the key points and how these were considered by the Steering Group throughout the process is set out in the *Consultation Statement*, which is one of the documents submitted with the Plan.

4 VISION AND AIMS

4.1 THE DDNP’S VISION STATEMENT AND TEN AIMS:

The vision of the *Diss & District Neighbourhood Plan* is to maintain a vibrant community around a thriving market town.

THE TEN AIMS FOR THE PLAN ARE:

- | |
|---|
| 1 Sustainable Growth
Allocate the required housing growth in sustainable locations across the neighbourhood plan area, ensuring that it is the right mix to meet the needs of current and future residents |
| 2 Design and Character
Ensure that new buildings, especially housing, are designed to a high standard and have a positive impact on the Diss and the villages, retaining the individuality of each community within the Neighbourhood Plan Area |
| 3 Growth and Infrastructure
Align growth with the required infrastructure and make sure future development will deliver the infrastructure needed for our communities and businesses |
| 4 Ecology and habitat
Make a positive impact on ecology and ensure everyone across the Plan area has an opportunity to enjoy and support local wildlife |
| 5 Transport and Traffic
Help people choose sustainable ways of getting around in the Neighbourhood Plan Area |
| 6 Sports and Leisure
Ensure adequate sports and leisure facilities for the whole community are provided |
| 7 Digital Connectivity
Provide digital connectivity that supports and benefits all businesses and homes across the Area |
| 8 Diss Town Centre
Enhance the Diss town centre experience for residents and visitors. |
| 9 Community Character
Protect and preserve those special qualities and features that are valued by the community. |
| 10 Addressing local climate change issues
Ensure that the need to address climate change runs through all aspects of the Plan. |

4.2 HOW THE POLICIES WILL DELIVER THE PLAN

DDNP Aims and Policies	Aim 1: Sustainable Growth	Aim 2: Design & Character	Aim 3: Growth & Infrastructure	Aim 4: Ecology & Habitat	Aim 5: Transport & Traffic
Policy 1: Scale and Location of Housing Growth	✓		✓		✓
Policy 2: Regeneration of Waveney Quarter (new)	✓	✓			
Policy 3: Diss Business Park (new)			✓		
Policy 4: Housing Mix	✓				
Policy 5: Affordable Housing	✓				
Policy 6: Design		✓		✓	
Policy 7: Surface Water Management (new)				✓	
Policy 8: Green Corridors			✓	✓	
Policy 9: Road Traffic Improvements			✓		
Policy 10: Walking and Cycling Networks			✓		✓
Policy 11: Diss Leisure Centre			✓		✓
Policy 12: Broadband			✓		
Policy 13: Funding and delivery of infrastructure			✓		✓
Policy 14: Strategic Gap between Diss/ Roydon village					
Policy 15: Local Green Space				✓	
Policy 16: Protection of local views					
Policy 17: Heritage Assets		✓			

TABLE 1 How the individual planning policies will support Aims 1 to 5 of the DDNP

[...continued in Table 2, overleaf]

DDNP Aims and Policies	Aim 6: Sport & Leisure	Aim 7: Digital Connectivity	Aim 8: Diss Town Centre	Aim 9: Community Character	Aim 10: Addressing local climate change issues
Policy 1: Scale and Location of Housing Growth				✓	✓
Policy 2: Regeneration of Waveney Quarter (new)				✓	
Policy 3: Diss Business Park (new)					
Policy 4: Housing Mix				✓	
Policy 5: Affordable Housing					
Policy 6: Design				✓	✓
Policy 7: Surface Water Management (new)					✓
Policy 8: Green Corridors			✓		✓
Policy 9: Road Traffic Improvements					
Policy 10: Walking and Cycling Networks	✓		✓		✓
Policy 11: Diss Leisure Centre	✓				
Policy 12: Broadband		✓			✓
Policy 13: Funding and delivery of infrastructure					
Policy 14: Strategic Gap between Diss/ Roydon village				✓	
Policy 15: Local Green Space	✓		✓	✓	✓
Policy 16: Protection of local views			✓	✓	
Policy 17: Heritage Assets				✓	

TABLE 2 *How the individual planning policies will support aims 6 to 10 of the DDNP*

DDNP Aims and Community Actions	Aim 1: Sustainable Growth	Aim 2: Design & Character	Aim 3: Growth & Infrastructure	Aim 4: Ecology & Habitat	Aim 5: Transport & Traffic	Aim 6: Sport & Leisure	Aim 7: Digital Connectivity	Aim 8: Diss Town Centre	Aim 9: Community Character	Aim 10: Addressing local climate change issues
Community Action 1: Affordable housing cascade alignment	✓									
Community Action 2: Maintenance of Drainage Ditches				✓						✓
Community Action 3: Village Traffic Speeds					✓					
Community Action 4: Routine Maintenance of Walking and Cycling Routes					✓	✓				
Community Action 5: Town Centre Action Plan		✓						✓	✓	
Community Action 6: Diss Heritage Triangle		✓						✓	✓	

TABLE 3 *Some of the policies are not strictly ‘planning’ related. Nevertheless, it was felt that they were important enough to include in the plan and be called ‘COMMUNITY ACTIONS’*

4.3 RESPONDING TO CLIMATE CHANGE

- 73 The *National Planning Policy Framework (NPPF)* sets out that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures, in line with the objectives and provisions of the Climate Change Act 2008.
- 74 This is a key priority that has been woven into many of the DDNP policies. For example:
- **Aim 10** is to ensure that the need to address climate change runs through all aspects of the Plan.
 - **Policy 6: Design** encourages new homes to be designed to high standards of energy efficiency. Policy 6 also discourages the use of external lighting and street lighting. These will reduce energy consumption, which should reduce CO₂ emissions.
 - The assessment of allocation sites in **Policy 1** included consideration of sustainable access to services, such as by walking, and insofar as this will reduce car use, this will result in lower CO₂ emissions compared to less sustainable sites.
 - **Policy 8** will help to deliver significant improvements to green infrastructure across the DDNP area. This will support the health and resilience of wildlife, which is essential in maintaining and enhancing its ability to provide the wealth of ecosystem services, such as water retention and climate regulation, which we rely on. Green infrastructure is also vital to human health and wellbeing and a crucial element of adapting to climate change.
 - **Policy 10** supports the shift towards a low carbon economy, aiming to deliver an improved walking and cycling network that will encourage people to walk and cycle more and use their cars less often, thereby reducing CO₂ emissions.
 - **Policy 12** promotes improved broadband, making it easier for people to work from home and reduce their travel needs, such as for business meetings.



5 POLICY CONTEXT

5.1 LOCAL PLANS

- 75 The Local Planning Authorities (LPA), South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC) have *Local Plans* in place and are in the process of developing new ones. The *Local Plans* comprise strategic policies such as the housing requirement and how that will be distributed around the districts, site allocations for where new housing should go, and detailed development management policies on matters considered as part of individual planning applications, such impacts as residential amenity and design.
- 76 The policies in a neighbourhood plan must be in general conformity with the strategic policies in the *Local Plans*; it is not allowed to have its own strategic policies. The *Local Plans* also contain non-strategic policies for the whole of South Norfolk and Mid Suffolk. This emerging neighbourhood plan contains some non-strategic policies for Diss and District itself specifically, which will apply when planning applications are determined.

5.2 THE NATIONAL PLANNING POLICY FRAMEWORK

- 77 The *National Planning Policy Framework* (NPPF)³ also sets out a large number of planning policies and principles, such as how heritage assets need to be protected, how the impacts of traffic should be considered, the management of flood risk, the need for developments to deliver gains for the natural environment.
- 78 There is no need for a neighbourhood plan to repeat or copy the planning policy framework contained within the *Local Plans* and the NPPF. The supporting text around the policies in the following sections tries to explain this for each policy area. However, where there are policy details missing that are important for our neighbourhood area, or where it was felt that a slightly different non-strategic policy is needed, then new policies have been developed for the *Diss and District Neighbourhood Plan*.
- 79 Some of the policies in the following sections are not strictly ‘planning’ related. Nevertheless, it was felt that they were important enough to include in the Plan and be called ‘COMMUNITY ACTIONS’, being something that the local community and parish councils and town council will lead on.
- 80 The policies are intended to meet the vision and aims set out earlier. They are aimed at guiding decision makers and applicants to achieve high standards of development in the right places. Development proposals should have regard to all the planning policies in this Plan, and of course those in the *Local Plans*.
- 81 To have more local control over the planning process and particularly where new development should take place, the Plan has allocated a number of sites for housing and other development, rather than leaving the allocations to the LPAs.

³ [National Policy Planning Framework](#)

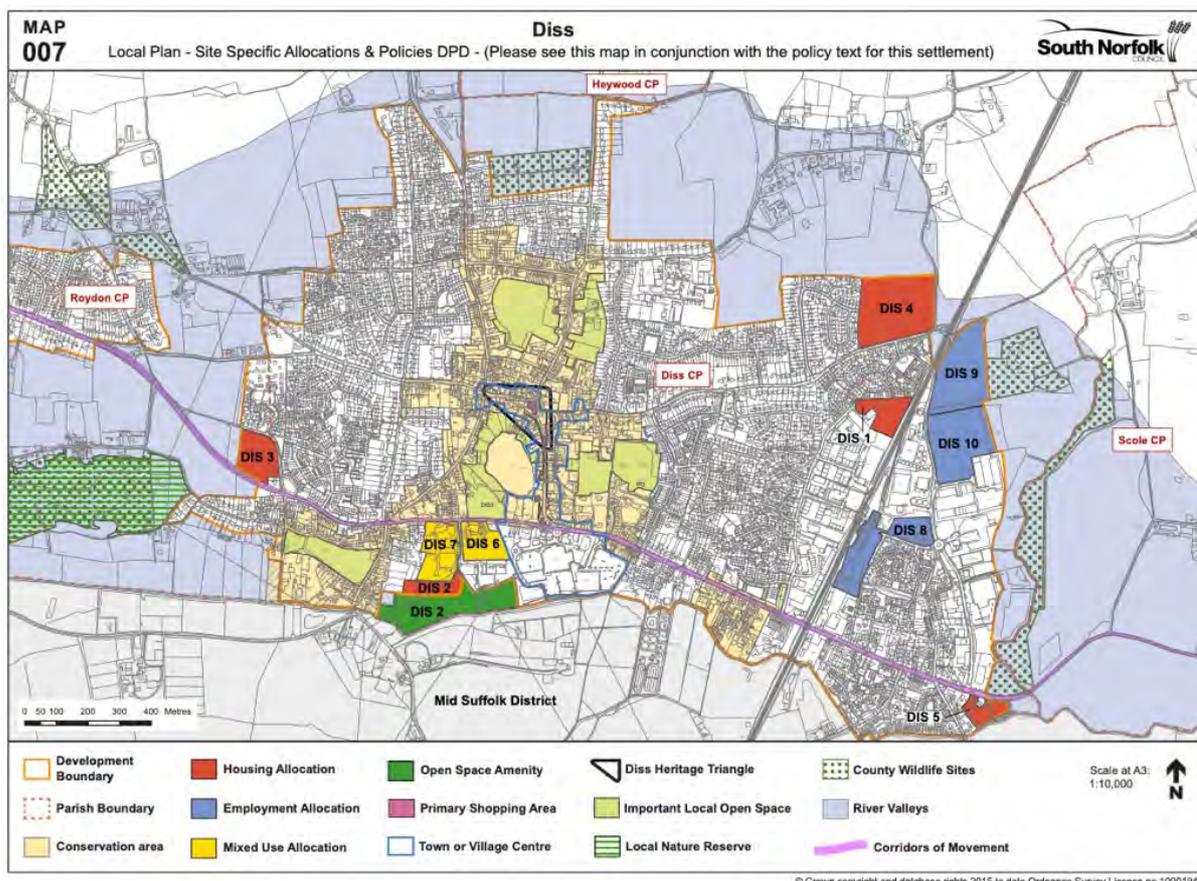
6 DELIVERING GROWTH

6.1 INTRODUCTION

- 82 Chapter 5 of the National Planning Policy Framework (NPPF) requires plans to ensure a significant increase in the supply of new homes. Also, neighbourhood plans should use the indicative housing requirement provided by the Local Planning Authority (LPA), which needs to be seen as a minimum number of homes to be delivered in the plan period.
- 83 For Diss (including part of Roydon) the LPA has provided an indicative housing growth figure of 400 new homes. An element of this is made up of recent permissions, including 60 homes on land south of The Thatcher's Needle⁴. The DDNP will meet the remaining overall housing requirement for 190 homes. In addition to this there are existing housing commitments, totalling 122 new homes, in the South Norfolk Local Plan (SNLP) that have not yet been delivered and will need to be carried forward to the DDNP. This gives a total deliverable housing requirement for the DDNP in Diss (including part of Roydon) of 312.
- 84 The South Norfolk villages of Burston, Scole and Roydon have been provided with an indicative housing growth figure of at least 25 new homes each by South Norfolk Council (SNC). The Regulation 18 stage of the emerging South Norfolk Village Clusters Housing Allocation Plan (VCHAP) confirms that the DDNP will provide site allocations to meet this requirement.
- 85 The emerging Babergh & Mid Suffolk Joint Local Plan (JLP) (November 2020) set out minimum housing requirement for the Suffolk part of the neighbourhood area of 64 new homes (within the parishes of Brome & Oakley, Palgrave and Stuston). Planning permission for 49 houses had been granted at the JLP's base date (1 April 2018), which left a requirement for 15 dwellings to be allocated across the three parishes. Following the JLP examination hearings, it was agreed that the housing requirement figure (64 dwellings in total) should now be treated as 'indicative' only. Between 1 April 2018 and 1 April 2021 (the neighbourhood plan start date) Mid Suffolk granted planning permission for a further 22 new dwellings on various sites across these parishes, of which 10 have been completed. A further six new dwellings have been approved since April 2021, of which one is already complete. This leaves a new existing commitment of 17 dwellings.
- 86 The indicative housing growth requirements across the DDNP area to 2038 are given in the table on the following page:

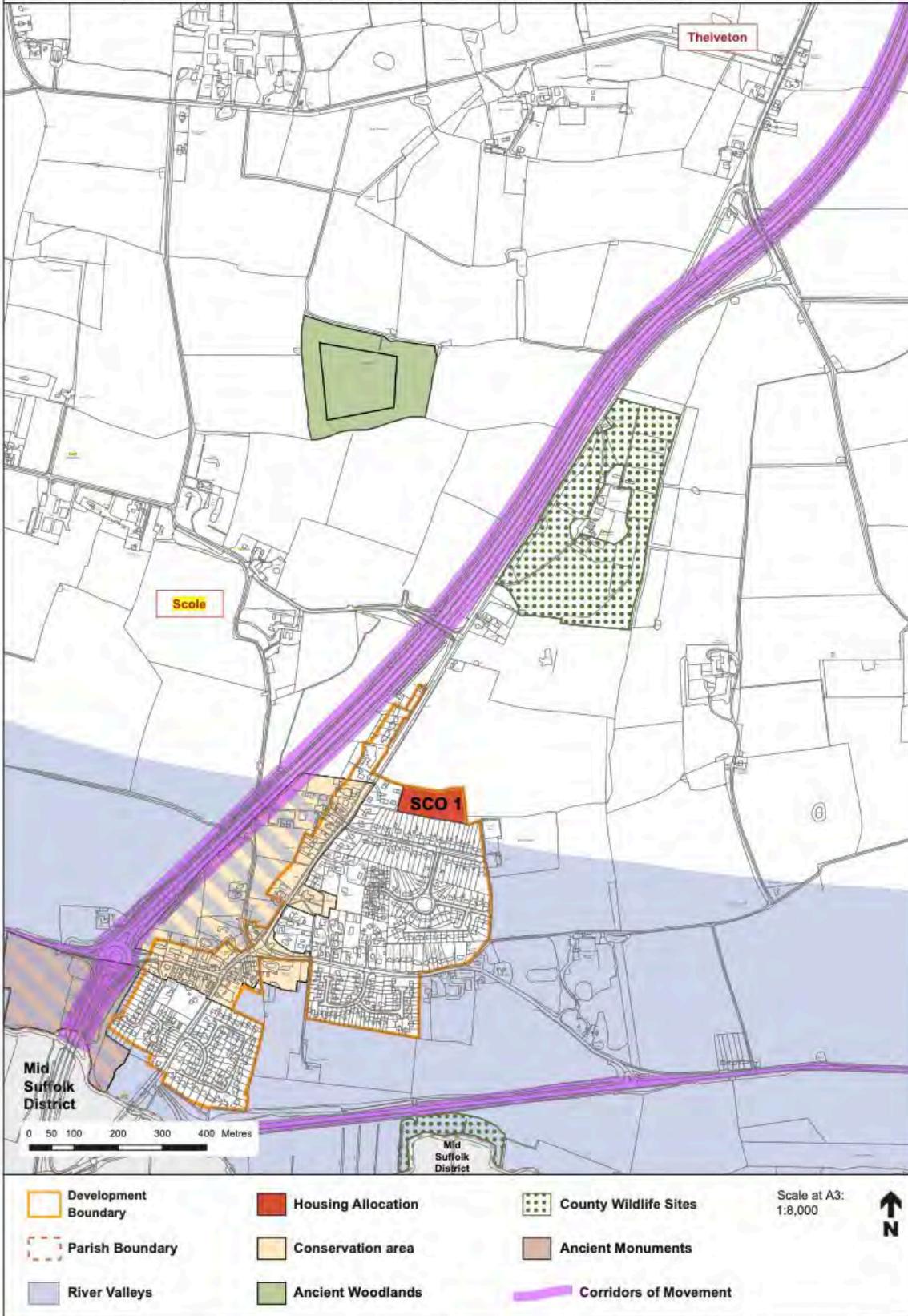
4 The permission on land behind The Thatcher's Needle is Use Class C3 for a total of 73 units. The GNLPA assumes 13 homes on this site as part of existing commitments, therefore, the net additional housing for this site is 60 for the purposes of DDNP.

Parish	New Housing Requirement	Existing commitments to be carried forward	Total housing commitment for DDNP
Diss (including part of Roydon village)	190	122	312
Roydon	25	0	25
Scole	25	15	40
Burston & Shimpling	25	0	25
Brome & Oakley, Palgrave and Stuston	15	17	32
Total	280	154	434



MAP 2 Allocations in Diss as set out in the existing South Norfolk Local Plan (SNLP)

87 The current SNLP identifies existing commitments for 137 new homes. This includes DIS1, DIS2, DIS3 and DIS7 in Diss plus DIS9, which is an employment allocation; and SCO1 in Scole (see Maps 2 and 3, above and on the following page). These allocations will not feature in the GNL or VCHAP. The DDNP is required to meet these housing numbers, either by carrying forward the allocations or identifying alternative sites for the growth.



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MAP 3 Allocation in Scale as set out in the SNLP

6.2 DELIVERING HOUSING REQUIREMENTS

- 88 The NPPF and *Local Plans* provide a steer on where to locate new housing. The NPPF highlights the need to allocate land with the least environmental or amenity value. Elsewhere there is strong support for brownfield land for housing within settlements, and support for having due regard to the intrinsic character and beauty of the countryside. There is also support for development in locations that have good access to local amenities and services using sustainable transport. The NPPF focuses on the need to promote sustainable development in rural areas, requiring housing to be located where it will enhance or maintain the vitality of rural communities.
- 89 The 2015 SNLP Policy DM 1.3 requires development to be located sustainably and aims to restrict development in the open countryside. Policy CS2 in Mid Suffolk's 2008 *Core Strategy* (MSCS) does the same. The DDNP strategy for allocating sites has aimed to do this, allocating sites principally adjacent to or within the existing settlements.
- 90 Potential sites were put forward either to the LPAs during the development of their Local Plans, or directly to the DDNP Steering Group during the Summer 2020 consultation. These were all independently assessed by AECOM as part of the national support framework for neighbourhood plans. Overall, 77 sites have been assessed across the DDNP area as part of three separate *Site Options and Assessment* (SOA) Reports. This assessment work captures all known sites being promoted up to November 2021, with each SOA building on the previous, updating assessments for individual sites where additional or new evidence had emerged or been promoted by the landowner.
- 91 The SOA reports use a range of criteria to assess the potential sites, such as flood risk, relationship to existing settlement, and access to services. A traffic light system was used such that green indicated no issues, amber indicated some constraints that could be mitigated, whilst red indicated that the site would be undeliverable.
- 92 These assessments were considered and the better site options were consulted upon during the summer and autumn of 2020. The results of the SOA and consultations led to the preferred sites being identified and subject to a *Strategic Environmental Assessment* (SEA) of reasonable alternatives prior to allocation. This is detailed in the SEA Report.
- 93 As set out in Section 6.1, the DDNP is required to allocate a minimum of 434 new homes over the plan period up to 2038.
- 94 In some areas, Diss, Scole and Brome, the new allocations will deliver more than the quantum of development required, though only marginally, by 50 more in total. This 'over-allocation' provides a useful buffer to ensure delivery of new housing remains on track, and also helps to meet specific local need for housing, as evidenced in the *Housing Needs Assessment* (HNA).
- 95 Policy 1, below, sets out the spatial distribution of housing growth across the DDNP, with each of these set out in detail in Sections 6.3 to 6.11. The allocations are also identified on the *Parish Allocation and Asset Maps*, which are available in the submission documents library⁵ for each parish in the Plan area.
- 96 There is an expectation that meaningful engagement will take place with the community prior to a formal planning application being submitted to the LPA for each of the DDNP housing allocations.

⁵www.ddnp.info/submission_documents

POLICY 1 – Scale and Location of Housing Growth

The plan is making the following 14 housing allocations across the DDNP area:

ALLOCATION SITE & POLICY NO.	LOCATION	NUMBER OF HOMES
DDNP1	Land east of Shelfanger Road and west of Heywood Road, Diss (Including part of Roydon parish)	180
DDNP2	Site of derelict Victorian Infant School, the Causeway, Diss	10
DDNP3	Land west of Nelson Road and east of Station Road, Diss	25
DDNP4	Land north of Nelson Road, Diss	43
DDNP5	Land off Denmark Lane, Diss (including part of Roydon parish)	42
DDNP6	Land north of Vince’s Road, Diss	35
DDNP7	Land south of Roydon Primary School, Roydon	25
DDNP8	Land west of Gissing Road, Burston	25
DDNP9	Flowerdew Meadow, Norwich Road, Scole	25
DDNP10	Land east of Norwich Road, Scole	50
DDNP11	Former Scole Engineering Site, Scole	6
DDNP12	Land north-west of Ivy House, Brome	9
DDNP13	Land south of B1118, Lower Oakley	3
DDNP14	Land off Park Road, Diss	10

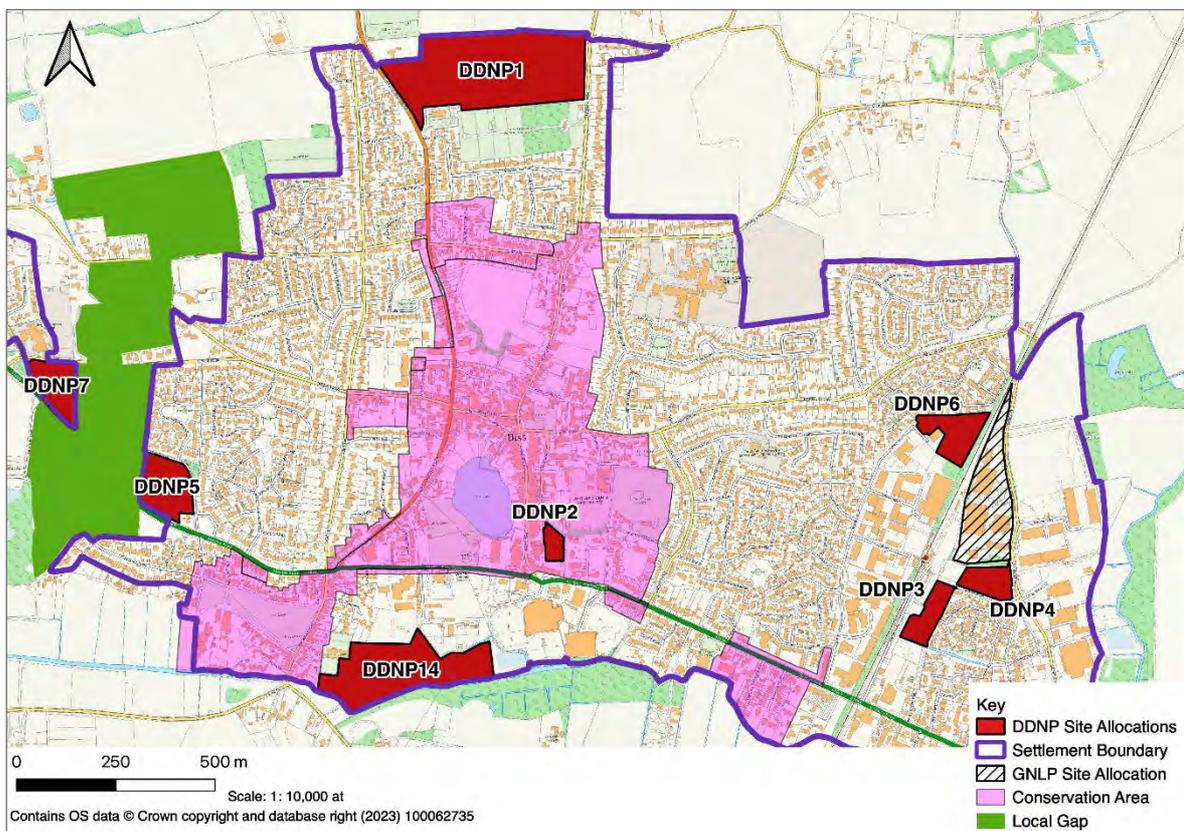
Subtotals

DISS	345
ROYDON	25
SCOLE	81
BURSTON & SHIMPLING	25
BROME & OAKLEY	12
TOTAL	488

These should be delivered in accordance with the allocation policies set out in sub-sections 6.3 to 6.10

6.3 ALLOCATIONS IN DISS (INCLUDING PART OF ROYDON PARISH)⁶

- 97 The overall strategy is to deliver growth in Diss in the most sustainable locations. There is a focus on sites that are within, close to or well connected to the town centre and link with other policy areas, including a new walking/cycle network and green corridors, whilst protecting the heritage value of the town centre.
- 98 A number of allocations are on brownfield land, are within the settlement boundary or have already had the principle of development established.
- 99 There will be a particular focus on good design of new homes to ensure a strong cohesive link with the historic character of the nearby Conservation Area. The area will become a focal point for recreation, walking and cycling as it will include improved links to and from surrounding villages.



MAP 4 Site allocations in Diss

⁶ The developed area of the town extends beyond the boundary of Diss parish in a few places on its western edge and takes in parts of Roydon parish. For planning purposes, the local planning authorities recognise a settlement boundary drawn around the urbanised area, regardless of whether it crosses a parish boundary.

DDNP1

Land east of Shelfanger Road and west of Heywood Road



FIGURE 2 This is a concept drawing of the allocation, provided by Scott Properties the promoter

- 100 This allocation is well related to the current character and form of the built-up area of Diss. It will also facilitate an increase in the size of the Cemetery and delivery of a link road from Shelfanger Road to Heywood Road to alleviate some traffic pressure in Diss town centre. The site area is 8.4 ha.
- 101 The SOA rates this site as Amber, meaning the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. It identifies that it is located adjacent to a County Wildlife Site and within the Waveney Valley landscape area, which means development will need to be designed sensitively. Boundary trees and hedgerow should be protected for their ecological value. Some wider traffic mitigation measures may be required to alleviate additional traffic pressure on Shelfanger Road and the surrounding area. Enhancement to the sewerage and water supply network will be required.
- 102 The allocation was supported by just over 50% of respondents to the issues and options consultation in Summer 2020.
- 103 A development of this scale has an opportunity to support delivery of low carbon infrastructure (for example, a ground source heat network; or solar PV with battery storage) and high standards of sustainable design and construction. The final part of the policy addresses this matter. The national position on sustainable buildings is likely to change significantly within the Plan period as the government alters the Building Regulations to improve the efficiency and carbon neutrality of new buildings. The policy provides both the

opportunity and support for innovation in building techniques and practice.

- 104 Criterion e) of the policy requires the development to include pedestrian and cycle connections that link to the existing network without the need to utilise the new link road. For example, a connection of this type could use a link via Farthing Close at the south-west and at an appropriate point onto Heywood Road on the eastern side of the site. Criterion f) sets out requirements both for parking within the main residential elements of the site and to keep the new link road free of parked cars. This is essential as the link will become an important strategic east/west route around the town.
- 105 Figure 2 is a concept drawing for the site provided by Scott Properties in September 2021. This is indicative and subject to change but provides an illustration of how the development might be laid out. It includes an area that will be gifted to Diss Town Council for an extension to the cemetery.

POLICY DDNP1

The Plan allocates the site for residential development to accommodate approximately 180 homes subject to the following criteria:

- a) The delivery of a coordinated approach to design, layout, landscaping, infrastructure provision across the site and its coordination through a master plan;**
 - b) The design and layout of the development should safeguard the high-pressure pipeline located adjacent to the northern boundary of the site;**
 - c) The preparation of a Transport Assessment for the site;**
 - d) The provision of a link road to connect Heywood Road and Shelfanger Road;**
 - e) The design and layout of the development should include pedestrian and cycle connections that link to the existing network in the town without the need to utilise the new link road;**
 - f) The design and layout of the development should ensure that off-road parking provision to the most up-to-date standards is made within the site and that measures are incorporated to discourage parking along the new link road;**
 - g) The design of the site should deliver biodiversity net gain that includes habitat enhancement or creation to link with the nearby green corridors identified in Policy 8 and the adjacent Diss Cemetery County Wildlife Site;**
 - h) Development proposals on the site that incorporate sustainable and/or innovative design and construction principles to achieve net zero carbon emissions and realise sustainability improvements over and above those set by Building Regulations will be particularly supported.**
-

DDNP2

Site of derelict Victorian Infant School, the Causeway, Diss

- 106 This is a brownfield site within Diss town centre. The former infant school situated on the Causeway has been empty since the mid-1980s. It was known as the 'Council School' and remembered for its outside toilets. It started transferring pupils to the new school on Fitzwalter Road in the mid-1970s and finally closed in the mid-1980s. The building is not listed but is of some heritage value, with the building identified as having significant character in the Diss Conservation Area Appraisal. It is currently derelict; part of the boundary wall has collapsed, and it has been subject to vandalism and graffiti. The site area is 0.4 ha.
- 107 The SOA rates this site as amber, which means that it may be appropriate for allocation if certain issues can be resolved or constraints mitigated. It is a brownfield site, with the derelict school building of some heritage merit, although not listed, some mitigation with respect to this and surrounding heritage assets will be required to ensure the development is sensitive to the historic character of the area.
- 108 Inclusion of the site for housing was supported by 71% of respondents to the DDNP survey in November 2020.

POLICY DDNP2

The Plan allocates the site for residential development to accommodate approximately 10 homes, subject to the following criteria:

- a) The old school building is one of townscape significance that should be retained and incorporated into the design and layout of the development unless clear evidence is provided that demonstrates this is not feasible or viable;**
 - b) The design of the development will need to ensure adequate space for on-site parking and amenity space;**
 - c) Highway access will need to be secured onto Chapel Street with adequate width for two-way traffic and maintaining the existing footway/cycleway. Any impact on community facilities will need to be mitigated; and**
 - d) The development will need to be sensitive to the historic character of the area.**
-

DDNP3

Land west of Nelson Road and east of Station Road, Diss

- 109 This brownfield site was allocated for employment use in 2015 as part of the current SNLP but has not yet been developed. The promoter is now suggesting the site for residential use due to its proximity to Diss railway station. This has been agreed with South Norfolk Council and the employment allocation has not been carried forward as part of the emerging GNLP.
- 110 The site lies just east of the railway line and is surrounded by existing industrial development to the north and the south, with residential development to the east. It is within the settlement boundary, is near a range of services and employment opportunities and has good transport links, including mainline train services to Norwich and London. The site area is 0.94 ha.
- 111 The development of this site will need careful attention to detail and will need to take account of its proximity to the railway and its former uses. It will also need to respond positively to opportunities that exist to enhance its accessibility. Given past uses there may be some contaminated land, and careful mitigation would be necessary to manage noise from the rail line and adjoining industrial uses. Surface water flood risk is an issue on the southern part of the site and the sewerage and surface water networks would need to be upgraded. The site is highly accessible and there would be no impact on designated heritage assets. Mitigation may be required for the nearby County Wildlife Site. Criterion b) of the policy sets out the need for a road connection between Nelson Road and the railway station. This will enable a one-way bus service to utilise the connection of Nelson Road and Station Road. Its delivery will need agreement from Greater Anglia, which operates services to and from the station. Criterion c) comments about the need for landscaping to be an integral part of the development of the site. This will help to ensure adequate amenity for residents in the proposed houses given the proximity of industrial units (to the south) and the railway (to the east).
- 112 This allocation was supported by 61% of respondents to the DDNP issues and options consultation in July 2020. Some concerns were raised by residents about the site being adjacent to the railway and fuel depot. The design of the development and its landscaping will need to reflect this to ensure adequate amenity for future residents.

POLICY DDNP3

The Plan allocates the site for residential development to accommodate approximately 25 homes, subject to the following criteria:

- a) The delivery of walking and cycling links to Diss railway station;**
- b) The delivery of a road connection from Nelson Road to the railway station forecourt;**
- c) The provision of appropriate landscaping along the site boundary;**
- d) The appropriate management of contamination on the site;**

- e) The delivery of a contribution towards the protection and enhancement of green infrastructure along Frenze Beck, including enhancement of the County Wildlife Site and adjacent land currently used for informal access;
 - f) The incorporation of the opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points; and
 - g) Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy* (NMWCS) applies, as this site is underlain by safeguarded mineral resources.
-

DDNP4

Land north of Nelson Road, Diss

- 113 This site was allocated for employment uses in the SNLP and is currently subject to a planning application (2020/0478) for the erection of an extra care facility containing 77 apartments. This application was approved by SNC on 25 February 2021. Whilst this is commercial development, it is Use Class C2 (residential institutions) and therefore is considered to meet a residential need. The equivalent number of dwellings we can equate to this is 43, a ratio of 1/1.8, in accordance with national *Planning Practice Guidance* (Paragraph 035 Reference ID: 68-035-2019722) and paragraph 11 of the *Housing Delivery Test Measurement Rule Book* (MHCLG, July 2018).
- 114 This site was not included in the SOA as it has been subject to a planning application and is considered to be committed development.

POLICY DDNP4

This 2.89 ha site is allocated for C2 use residential development of 77 extra-care apartments.

DDNP5

Land off Denmark Lane, Diss

- 115 The site was allocated (Ref DIS3) in 2015 as part of the current SNLP but has not yet been developed. The principle of development is accepted, and it is expected that development will take place within the DDNP timeframe, which mirrors that of the GNLP. The site area is 1.6 ha.
- 116 The SOA rates this greenfield site as amber, which means it is appropriate for allocation if certain issues can be resolved or constraints mitigated. Although in the parish of Roydon, the site is located within the settlement of Diss, at a reasonable distance from shops and services. The site is small enough not to threaten coalescence between Diss and Roydon,

but it will be on the edge of the strategic gap identified within the DDNP. For this reason, and to protect the landscape value of the gap, a landscape buffer will be required along the western boundary of the site. The site is also just over 150m from an identified Green Corridor and well-used pedestrian and cycle route from Roydon to Diss.

- 117 The policy continues with the approach taken on this site in Policy DIS 3 of the *South Norfolk Local Plan Site Specific Allocations and Policies Document*. It updates that policy by taking account of proposed identification of a Gap between Roydon and Diss. Criteria c) and d) set out specific requirements for landscaping. Criterion d) comments specifically about the need for a landscape belt along the western boundary of the site. This should be addressed in the round in the wider context of the overall Landscape Management Plan. However, it is expected that it would be the 10 metres as set out in the Local Plan policy.
- 118 Given its proximity to site allocation DDNP7 in Roydon village, there could be cumulative impacts on traffic along the A1066 between Diss and Roydon when this site is delivered. The stretch of the A1066 between Diss and Roydon is currently 40mph. The opportunity to extend the 30mph speed limit should be considered when this site comes forward for development.

POLICY DDNP5

The Plan allocates the site for residential development, to accommodate approximately 42 homes, subject to the following criteria:

- a) Appropriate highway and footway accesses are created onto Denmark Lane;**
- b) The layout of the site should be designed to result in a self-contained development that acknowledges the designation of a Local Gap between Diss and Roydon to the immediate west of the site;**
- c) The submission of a Landscape Management Plan with planning applications to demonstrate how the design responds to the site's location on the edge of village, and ensure impacts on the wider landscape are minimised;**
- d) The provision of a landscape belt along the western boundary of the site;**
- e) The delivery of appropriate contributions to local community facilities;**
- f) The provision of open amenity play space on site;**
- g) The design and layout of the site incorporates opportunities to improve surface water run-off rates, particularly in the creation of new site access and egress points;**
- h) Any street lighting should respond positively to the contents of Policy 6: Design of this Plan; and**
- i) The design and layout of the site responds positively to**

Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy (NMWCS)*, as this site is underlain by safeguarded mineral resources.

DDNP6

Land north of Vince's Road, Diss

- 119 This greenfield site is located to the north east of the town, within the settlement boundary and adjacent to the railway line. It is currently allocated in the *South Norfolk Local Plan Site Specific Allocations and Policies Document* (Ref DIS1) for 35 homes, and although not yet developed, a planning application has now been submitted for the development of the site. The site area is 1.18 ha.
- 120 The policy sets out a series of criteria to influence and shape the development of the site. They include the delivery of appropriate landscaping along the boundary to Vince's Road employment area and that the development of the site should respond positively to the findings of an arboricultural impact assessment and retain any trees identified as having amenity or ecological value. It is also important that the design and layout of the site responds positively to the *Diss & District Design Code*.
- 121 Vehicular access in the policy is required from Prince William Way, onto Frenze Hall Lane, as it was in the SNLP allocation. This is to avoid further mixing of residential and industrial traffic, and to prevent further pressure on the junction of Vince's Road and Victoria Road. This junction already receives a considerable volume of traffic from the concentration of dwellings and commercial/industrial units that are currently served by it. It is currently a real challenge to exit Vince's Road, particularly during peak traffic hours. The Highway Authority are working on a potential improvement scheme, which is identified in the *Diss Network Improvement Strategy (DNIS)*⁷, that will improve congestion at this junction, but the scheme is not sufficiently advanced at the point of writing DDNP. Without significant improvement at this junction, the access for DDNP7 must remain onto Prince William Way/Frenze Hall Lane.

POLICY DDNP6

The Plan allocates the site for residential development to accommodate approximately 35 homes, subject to the following criteria:

- a) The delivery of a vehicular access to Frenze Hall Lane through Prince William Way;**
- b) The delivery of appropriate landscaping along the boundary to Vince's Road employment area;**
- c) The delivery of the site should respond positively to the findings of an arboricultural impact assessment and retain**

⁷ [Diss Network Improvement Strategy](#) (2020)

- any trees identified as having amenity or ecological value;
- d) The connection of the site with green infrastructure along Frenze Beck, including to the County Wildlife Site and adjacent land;
 - e) The design and layout of the site, including the incorporation of private gardens, should respond positively to the *Diss & District Design Code*; and
 - f) The development of the site should incorporate wastewater infrastructure capacity appropriate for the number of dwellings on it.
-



6.4 ALLOCATIONS IN ROYDON VILLAGE

DDNP7

Land south of Roydon Primary School, Roydon



MAP 5 Allocation in Roydon village

- 122 This site is currently utilised as agricultural land. It is well located, south of Roydon Primary School and with good access to local amenities including the shop, garage, village hall, pub and bus stop. Development in this location will further erode the gap between the village of Roydon and the built-up area of Diss, which includes part of Roydon parish. The gap is considered in some detail in Section 8.1. The site area is 1.25 ha.
- 123 The SOA rates this site as amber, which means the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. It is within close proximity to a few services in Roydon, though the north-eastern part is closer to Diss services. There is currently no access to the site, but it has road frontage on one side. The site is at medium risk of surface water flooding, which will require mitigation. The site is part of a larger field, without a boundary to the east. There are views of the urban edge of Diss and therefore has high sensitivity to visual amenity. There are views across the site from the Old High Road across the River Waveney Valley and to the south-east and as set out above, development of the site would reduce the gap between Roydon and Diss and lead to a threat of coalescence. Landscape impact will need to be mitigated.

- 124 In November 2020 we consulted on five potential sites for housing development in Roydon. This site received the most support from residents and from a suitability perspective has the fewest constraints.
- 125 Directly to the south of the site is a well-used pedestrian and cycle route between Roydon and Diss. Informally, this is known as Roydon Loke. It is a section of the disused, old A1066/Denmark Lane. Roydon Loke forms part of Roydon's ecological network (see [Appendix A](#), Ecological Network Basemap) and is maintained by Roydon Parish Council volunteers, with the consent of the Highway Authority.
- 126 Given its proximity to site allocation DDNP5 off Denmark Lane in Diss (including part of Roydon), there could be cumulative impacts on traffic along the A1066 between Diss and Roydon when this site is delivered. The stretch of the A1066 between Diss and Roydon is currently 40mph. The opportunity to extend the 30mph speed limit should be considered when this site comes forward for development.
- 127 Policy DDNP7 sets out important guidance about the way in, which the site should be developed. Criterion a) comments about the need for a safe access. In developing this part of the proposal developers should consider the implications of the morning and afternoon school traffic peaks on the use of the highway network. Criterion b) refers to the need for the development of the site to respect the Plan's designation of a Local Gap between Roydon and Diss to the immediate east of the allocated site. The policy includes several criteria on landscaping. This is an important issue given the relationship of the site to the wider countryside. Criterion d) comments specifically about the need for a landscape belt along the western boundary of the site. This should be addressed in the round in the wider context of the overall Landscape Management Plan. However, it is expected that it would be around 10 metres deep to take account of the proposed Gap and to correspond to the approach taken in Policy DDNP5 on land off Denmark Lane in Diss to the east of the proposed Gap. Finally, the sixth criterion comments about the need for pedestrian and cycle access to Roydon Loke. This should be addressed in a sensitive fashion given the Green Corridor status of the Loke.

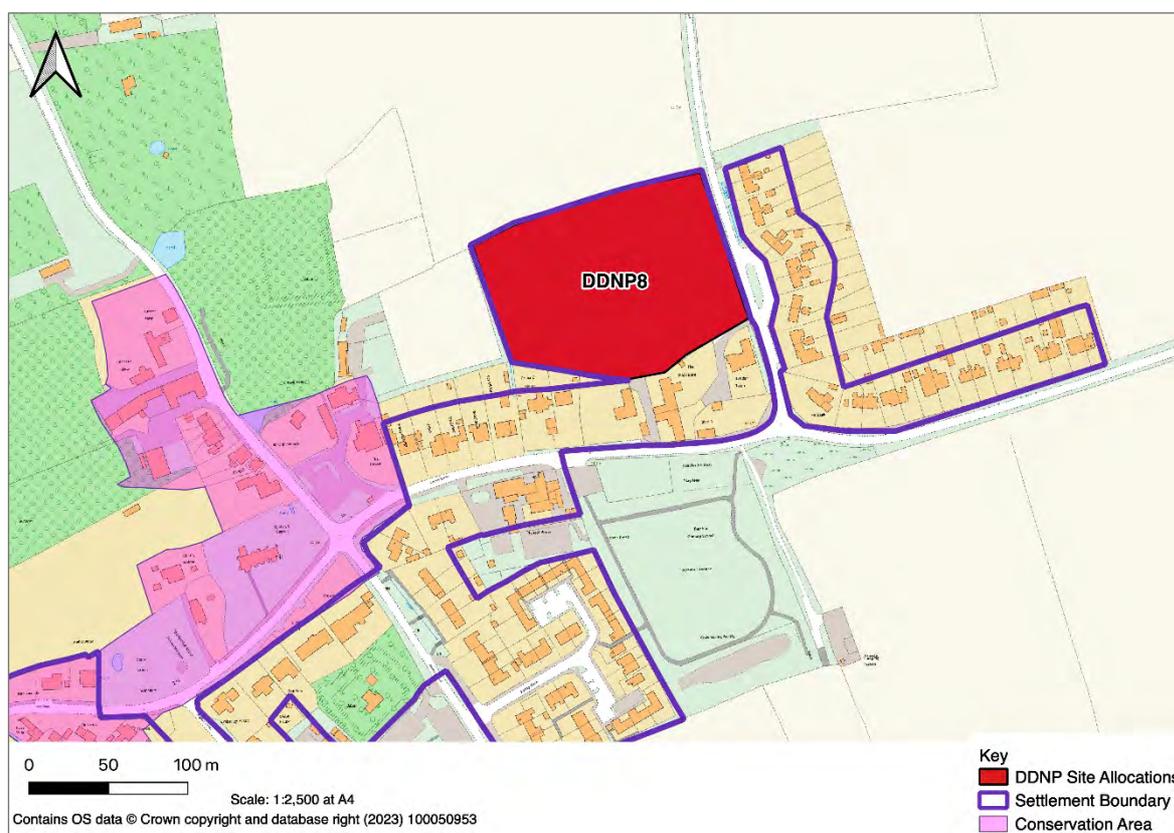
POLICY DDNP7

The Plan allocates the site for residential development to accommodate approximately 25 new homes, subject to the following criteria:

- a) An appropriate highway access is created onto Old High Road;**
- b) The layout of the site should be arranged to result in a self-contained development that acknowledges the designation of a Local Gap between Diss and Roydon to the immediate east of the site;**
- c) The submission of a Landscape Management Plan within, which planning applications should demonstrate how the design and layout responds to the site's location on the edge of the village and ensure impacts on the wider landscape are minimised;**

- d) The provision of a landscape belt along the eastern boundary of the site;
- e) The existing trees and hedgerow along the boundaries of the site are retained and enhanced;
- f) The provision of pedestrian and cycle access to Roydon Loke; and
- g) Any street lighting should respond positively to the contents of Policy 6: Design of this Plan.

6.5 ALLOCATION IN BURSTON



Map 6 Allocation in Burston

DDNP8

Land west of Gissing Road, Burston

- 128 This is a large greenfield site adjacent to the built-up area of the village, within close proximity of the school.
- 129 The site is screened on three sides by mature trees and hedgerow and runs adjacent to a green corridor identified in Policy 8. It therefore provides an opportunity to enhance the corridor through habitat creation and improvement, and expectation is that a proportion of the site will be devoted to new open green space. The site area is 1.54 ha.

- 130 The SOA rates this site as amber, which means the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. The site is adjacent to the settlement boundary and housing on the opposite side of the road. It is well related to services and character of the village. Initial highway evidence has highlighted concerns that there are potential access constraints on site, but these could be overcome through development. Also, subject to suitable footpath provision, any potential impact on the functioning of local roads could be reasonably mitigated. There are no concerns over contamination ground stability, loss of high-quality agricultural land, loss of open space nor ecology. Other constraints include possible impact to listed building and conservation area. Anglian Water has advised of major constraints to provision of sewerage infrastructure and substantial off-site sewerage will be required to connect foul water.
- 131 In the consultation on Issues and Options for the DDNP this site was the second most supported by residents, with just under 50% supporting its allocation within the Plan.

POLICY DDNP8

The Plan allocates the site for residential development to accommodate approximately 25 homes, subject to the following criteria:

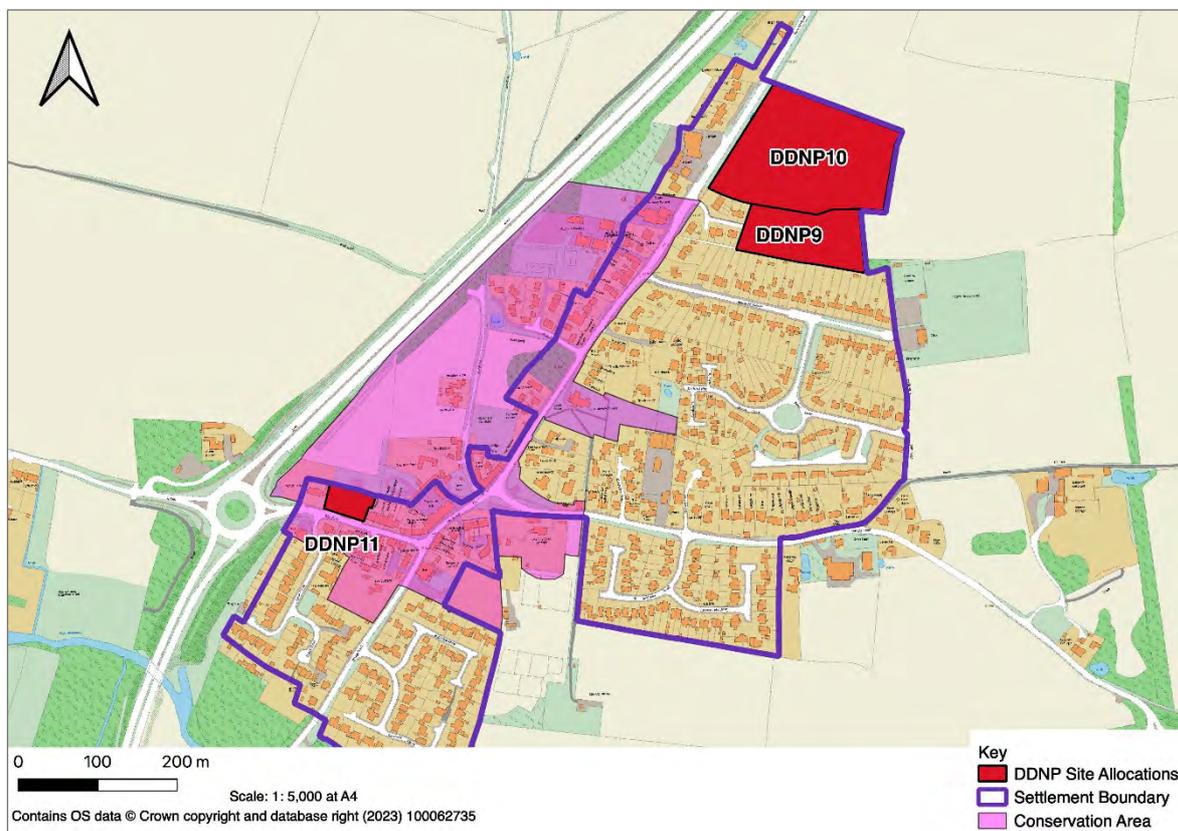
- a) The delivery of new open green space, which includes habitat improvement and creation, that specifically enhances the function of the adjacent green corridor;**
 - b) The public footpath running along the northern boundary of the site is retained;**
 - c) Wastewater infrastructure capacity should be confirmed prior to development taking place;**
 - d) The incorporation of appropriate landscaping to retain the integrity of Manor House Farm; and**
 - e) To provide a mix of homes that includes some single-storey.**
-

6.6 ALLOCATIONS IN SCOPE

DDNP9

Flowerdew Meadow, Scole

- 132 This site could be seen as an extension to an adjacent, recent development for 11 homes.
- 133 Part of the site is already allocated in the SNLP (Ref SCO1) for 15 dwellings. This allocation carries that site forward, but to deliver 25 new dwellings at a slightly higher density that is reflective of the local character.
- 134 This is a large greenfield site that is well related to services and character of the village. Input from highways has indicated that there are potential access constraints, but these could be overcome through development. There are no concerns over contamination, ground stability, loss of open space or landscape character. There are several constraints, but these may be possible to mitigate. The site area is 1 ha.



MAP 7 Allocations in Scole

- 135 This site was supported by almost 70% of respondents to the Issues and Options consultation in June 2020.
- 136 Preference is for vehicular access to be achieved through the adjacent allocation DDNP10, which will address community concerns about the impact the development may have on existing residents of adjacent housing. The vehicular access road through adjacent housing is fairly narrow and has an unadopted status nearest the boundary with DDNP9. Should this not be feasible, due to timings of the allocations coming forward or

otherwise, expectation is that provision will be made for a vehicular link between the two allocations and a Construction Management Plan that sets out how impacts on existing residents will be minimised during the construction phase.

POLICY DDNP9

The Plan allocates the site for residential development to accommodate approximately 25 new homes, subject to the following criteria:

- a) Vehicular access onto Norwich Road will be delivered through the allocated site DDNP10, unless satisfactorily demonstrated this is unfeasible. Where this is the case, vehicular access should be provided to the boundary with DDNP10 (land east of Norwich Road), which enables connectivity between the two sites; and**
 - b) A Construction Management Plan is required as part of the planning application to demonstrate how the impacts of construction traffic on existing residents of Flowerdew Meadow will be mitigated.**
-

DDNP10

Land east of Norwich Road, Scole

- 137 This site is adjacent to the existing settlement boundary of Scole, within close proximity to the primary school and other village services. It will extend the existing built-up area northwards along Norwich Road. The site area is 2.6 ha.
- 138 Originally a much larger site, 5.2ha in size, was promoted by the landowner for 130 new homes. The SOA found this to be suitable for growth, subject to mitigation in relation to noise, heritage, and surface water.
- 139 The SOA rates this site as amber, which means that the site may be appropriate for allocation if certain issues can be resolved, or constraints mitigated. Due to the proximity of the A140 traffic noise is audible on the site. So, subject to a noise impact assessment, attenuation measures may be required. Also, the site is at medium risk of surface water flooding and mitigation is required if developed. The site is adjacent to a Grade II listed building. It contains no identifiable landscape features. It is suitable subject to establishing an appropriate access and mitigation with respect to heritage, noise, surface water flooding.
- 140 Development of 50 homes at DDNP10 will support delivery of highway infrastructure that is important to the community, including a new crossing point for the school and traffic calming measures along Norwich Road. The site will also enable vehicular traffic to access DDNP9 without going through an existing residential area.
- 141 The level of development being delivered here will result in additional Community Infrastructure Levy funding, which the community would like to use to fund a new

accessible footway/cycle link between Scole and Diss. This is identified as link M on the Walking and Cycling Network (Policy 10, Map 19).

142 During the issues and options consultation in November 2020 the larger version of this site, for 130 homes, was supported by 30% of respondents.

POLICY DDNP10

The Plan allocates the site for residential development to accommodate approximately 50 new homes, subject to the following criteria:

- a) The incorporation of a heritage statement within the application details that sets out how the development will mitigate any impacts on nearby listed buildings, including High House;**
 - b) The preparation of a noise impact assessment and the implementation of any required noise attenuation measures;**
 - c) The delivery of traffic calming measures along Norwich Road, including a new pedestrian crossing point to the primary school; and**
 - d) The provision of vehicular access to the site boundary with DDNP9 (Flowerdew Meadow), which enables connectivity between the two sites.**
-

DDNP11

Former Scole Engineering Site, Diss Road, Scole

143 This site is located close to the village centre, adjacent to the Conservation Area. It is a brownfield site, currently the location of a garage and vehicle repair business, which intends to relocate to a smaller site. It is surrounded by other residential dwelling, some historic in their character, others more modern. The site area is 0.2 ha.

144 This site was not considered in the SOA as has been subject to a planning application and is considered to be committed development.

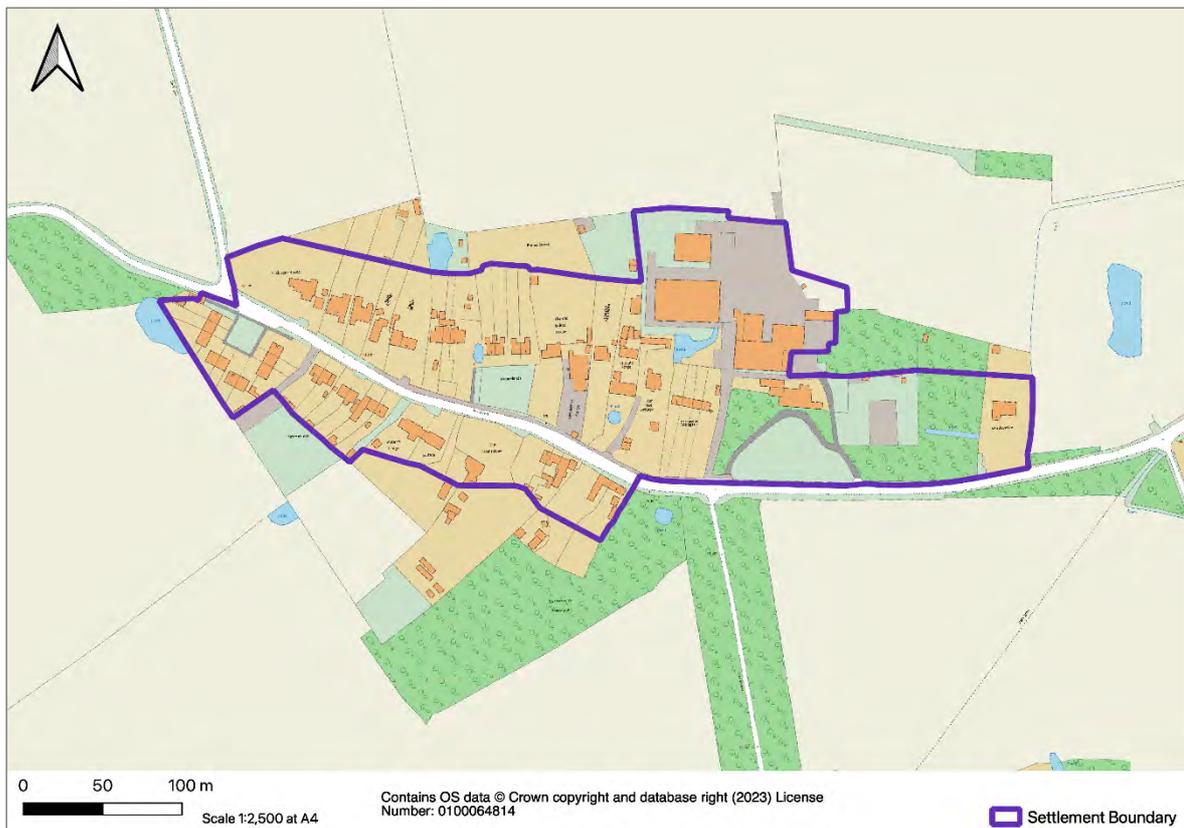
145 In 2020 outline permission (application ref. 2020/1236) was granted for demolition of the existing garage workshop buildings and construction of 6 dwellings.

POLICY DDNP11

The Plan allocates the site for residential development to accommodate approximately 6 homes.

6.7 ALLOCATIONS IN BROME & OAKLEY

- 146 The DDNP makes two allocations in Brome & Oakley. The Plan also reintroduces settlement boundaries, which were removed in 2008 when the Mid Suffolk's Core Strategy (MSCS) was adopted. The boundaries broadly align with those presented in the Regulation 19 version of the JLP, which has since been split into two parts. Part 1 will contain all strategic policies and development management policies, with current settlement boundaries saved from the adopted MSCS. In the case of Brome and Oakley this effectively leaves them without settlement boundaries and the DDNP may therefore recreate them.
- 147 The new allocations lie within the defined settlement boundaries shown on Maps 8 and 9 and in the *Parish Allocation and Asset Maps*. The two settlement areas are 1.5 km apart. Historically they were the villages within the separate parishes of Brome and Oakley, which were officially merged in 1982 to form a single civil parish. Anything outside of the defined settlement boundaries is considered countryside.



Map 8 The settlement boundary in Brome

[Map 9 is on the next page...]

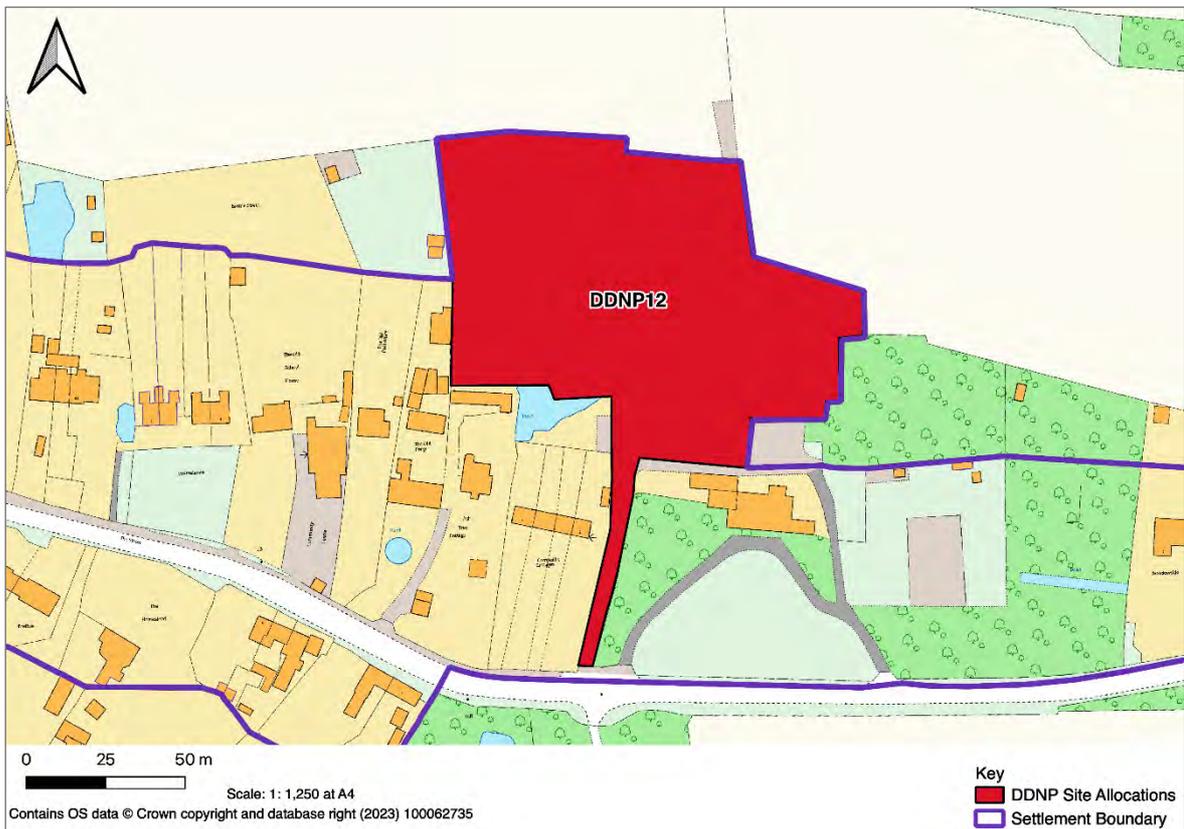


Map 9 The settlement boundary in Oakley

DDNP12

Land north-west of Ivy House, Brome

- 148 This site currently consists of a redundant farmyard and farm buildings. There is an existing planning application on the site for conversion of one of the barns into a dwelling. This is included within the allocation with a view to the site being developed/developed as a whole rather than individual units. The site area is 0.61 ha.
- 149 The SOA rates this site as amber, which means the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. The site is at medium risk of surface water flooding and therefore mitigation would be required if developed. Although the site is adjacent to the settlement, it is not close to local services. Any development would need to be sympathetic to nearby heritage assets.
- 150 Of the four potential sites in Brome & Oakley put to public consultation in November, this received the greatest support, with just under 40% of respondents supporting its inclusion in the Plan. Of the concerns raised, the most common was related to the potential impact on nearby historic buildings.
- 151 The sites allocated in Brome & Oakley are not likely to have a significant impact on capacity at the catchment schools. as they are each under 10 dwellings. Suffolk County Council indicates that the emerging JLP growth has already been accounted for and both primary and secondary schools are forecast to exceed 95% capacity. Two schools will need to expand to accommodate this, which is in existing infrastructure plans.



MAP 10 Allocation in Brome

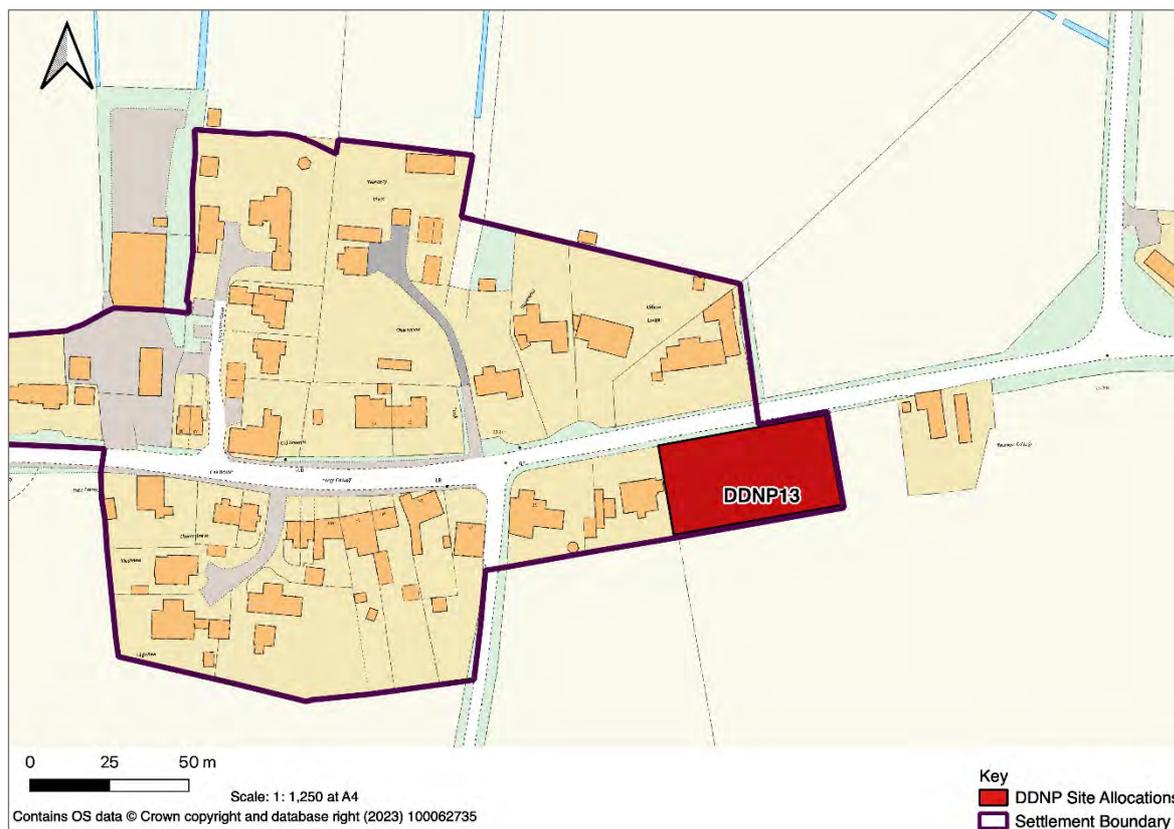
POLICY DDNP12

The Plan allocates the site for residential development to accommodate approximately 9 homes, subject to the following criteria:

- a) A safe highway access can be established onto The Street or Upper Oakley;
- b) The design of the site is sensitive and in keeping with nearby heritage assets;
- c) The size of the site may make it difficult to deliver biodiversity net gain onsite. Where this is the case, creation or improvement to habitat in the green corridors identified in Policy 5 can be delivered;
- d) A heritage statement should be included that sets out how the development will mitigate any impacts on nearby listed buildings, including but not limited to Ivy House, Cornwallis Cottages, The Old Post Office, the Magnolias and 1 and 2 the Street, which are located within the vicinity of the site; and
- e) A programme of archaeological investigation should be secured prior to development commencing, given the potential recorded in the Historic Environment Record.

DDNP13

Land south of the B1118, Lower Oakley



Map 11 Allocation in Oakley

- 152 This site is next to the built-up area of Oakley and had been included in the submission version of the JLP, where it was shown as an allocation for 5 homes. During Examination, however, consideration of the settlement hierarchy and site allocations was deferred to a future date, thus leaving the DDNP free to create this allocation and the settlement boundary in the meantime. The site area is 0.15 ha.
- 153 The SOA rates this site as amber, which means it may be appropriate for allocation if certain issues can be resolved or constraints mitigated. The site is gently sloping and forms part of the rolling valley landscape, it is adjacent to existing development, including the Grade II listed Weaver's Cottage. Development would need to be subject to sympathetic design, minimising the impact on the heritage asset and its setting. The policy sets out guidance about the way in, which the site should be developed to take account of the existing pattern of development in the village.

POLICY DDNP13

The Plan allocates the site for residential development, to accommodate approximately 3 homes, subject to the following criteria:

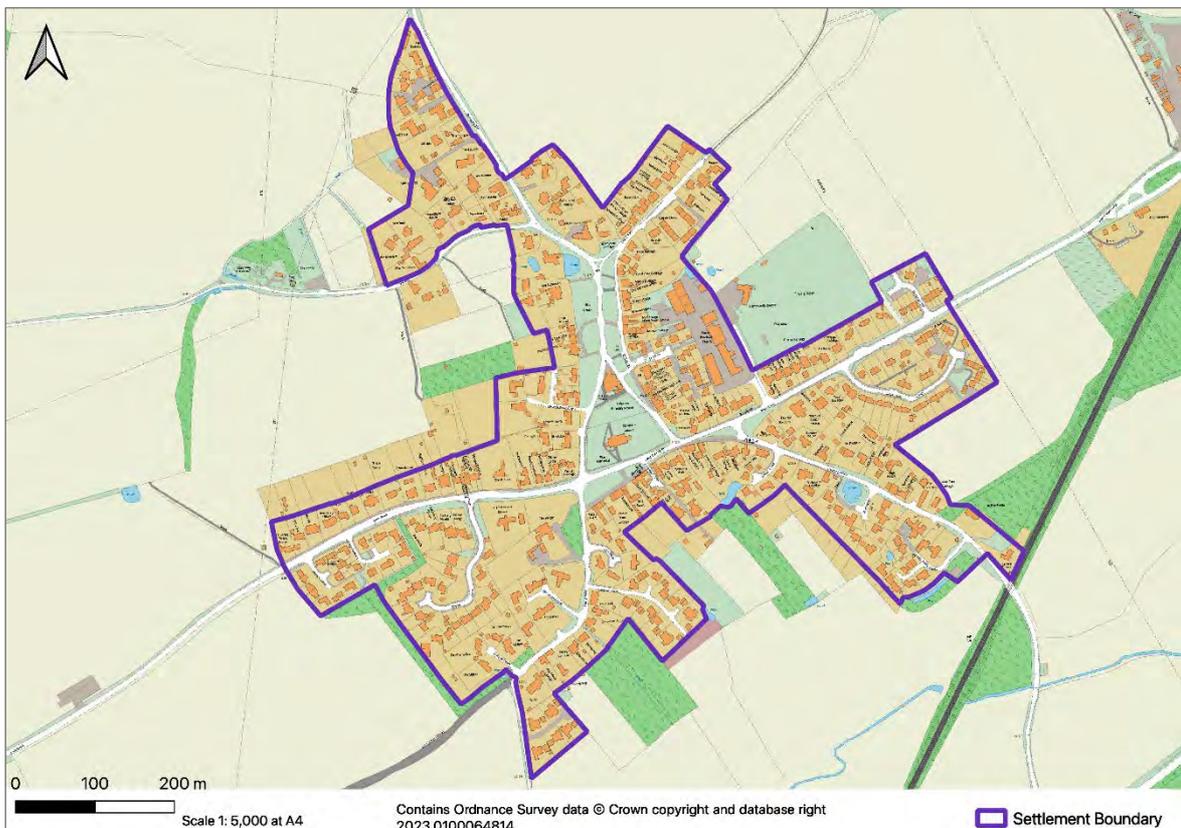
- a) A heritage statement should be included that sets out how the**

development will mitigate any impacts on the nearby Grade II listed Weaver's Cottage;

- b) A programme of archaeological investigation should be secured prior to development commencing to take account of the potential of the site recorded in the Historic Environment Record;
 - c) The site should be arranged in a linear fashion with the properties fronting onto the B1118; and
 - d) The provision of satisfactory access into the site.
-

6.8 ALLOCATIONS IN PALGRAVE

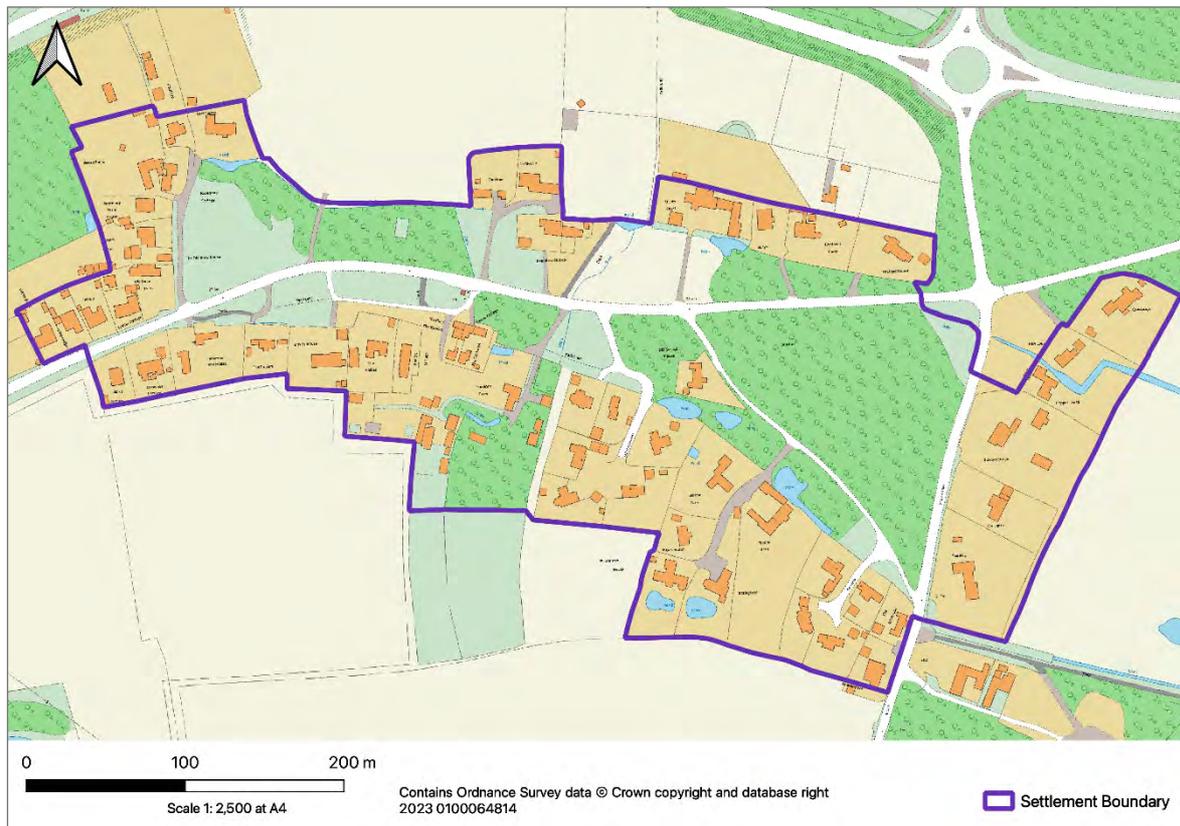
154 The DDNP is not making any allocations in Palgrave but does revise the current settlement boundary defined in the MSLP. The settlement boundary defined in Map 12 reflects recent development and aligns with the boundary presented in the Regulation 19 version of the JLP. The JLP has since been proposed to be split into two parts; the settlement boundaries shown in Part 1 will be those used in the 1998 MSLP, as amended by the 2008 MSCS. The later proposed JLP Part 2 will review existing settlement boundaries.



Map 12 The settlement boundary in Palgrave

6.9 ALLOCATIONS IN STUSTON

155 The DDNP is not making any allocations in Stuston but does reintroduce the settlement boundary that was removed in 2008 when the MSCS was adopted. The boundary shown in Map 13 aligns with the one presented in the Regulation 19 version of the JLP, which has since been proposed to be split into two parts. Part 1 is proposed to contain the majority of strategic policies and development management policies, with current settlement boundaries saved from the 1998 MSLP, as amended by the 2008 MSCS. This would effectively leave Stuston without a settlement boundary but the DDNP can reintroduce one that will serve until all Mid Suffolk's settlement boundaries are reviewed in Part 2 of the JLP.



Map 13 *The settlement boundary in Stuston*



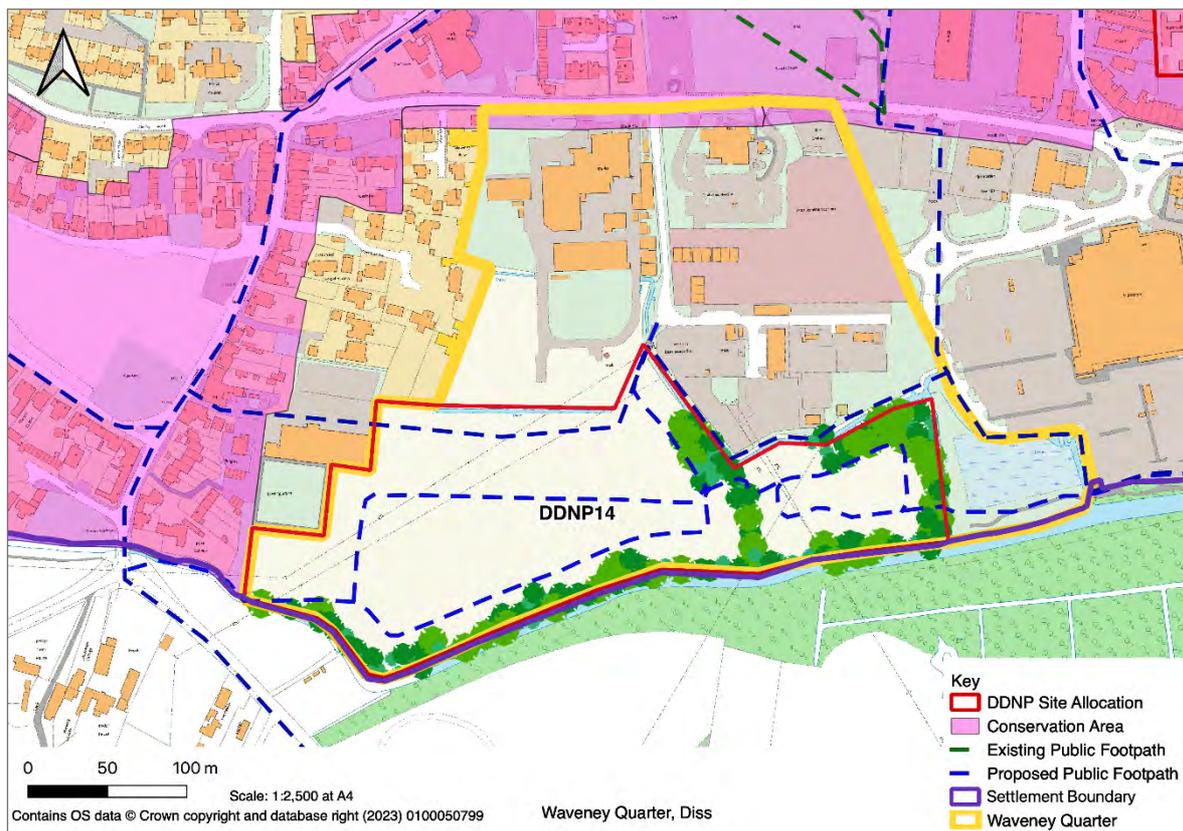
6.10 REGENERATION OF THE WAVENEY QUARTER, DISS

- 156 An essential element of the Plan is to promote regeneration of the south side of Park Road, establishing a new 'Waveney Quarter' along the River Waveney. The vision is to enhance the attractiveness of both this area and the town centre, creating a multifunctional green space that connects the town with the river valley.
- 157 Development in this area will include improved green infrastructure, leisure facilities and some enabling housing development.
- 158 There will be a new riverside walk and enhanced connectivity from the Diss Park and Mere. It is also the preferred location for the new and improved Diss Leisure Centre.
- 159 Regeneration of this area of Diss is a longstanding ambition that is yet to be realised, despite previous allocations. A strong case for leisure and retail, in this central location, rather than housing, remains. There are relatively few alternative sites to accommodate these uses in a way that enables a thriving market town – a key element of the vision for this Neighbourhood Plan. The principle of development in this location is already established as the allocations have been brought forward from the SNLP.

POLICY 2 – Regeneration of the Waveney Quarter

Proposals for development within the Waveney Quarter of Diss should contribute towards it becoming a focal point for leisure and recreation. The growth of leisure and community facilities in this area is promoted.

- a) **Given its proximity to the River Waveney corridor opportunities should be taken to enhance biodiversity and strengthen ecological networks. Development proposals should incorporate creative and innovative design solutions which respond positively to the area's location near to the riverside and Conservation Area.**
 - b) **As appropriate to their scale, nature and location, development proposals should strengthen connectivity between this area and the town centre and incorporate opportunities to enhance the permeability of pedestrian and cycle links within the Waveney Quarter. As appropriate to their scale, nature and location, development proposals should integrate well with the surrounding network of pedestrian and cycle links.**
 - c) **Residential development that is sensitive in scale and design to the area will be supported.**
 - d) **This area is underlain by safeguarded mineral resources therefore Policy CS16 (or any successor policy) of the Norfolk Minerals and Waste Core Strategy (NMWCS) applies to planning proposals.**
-



Map 14 Waveney Quarter – allocation south of Park Road

160 Presently, a single site is allocated to support regeneration of the Waveney Quarter:

DDNP14

Land off Park Road, Diss

- 161 The allocation comprises a site allocated in the SNLP. The principle of development is already accepted, and it is expected that development will take place within the DDNP timeframe, which mirrors that of the emerging GNLP. The site area is 4.6 ha.
- 162 This allocation is central to the vision for this part of Diss, with the key focus on improving amenity, green space and links with the river valley. Its development is a key component of enhancing the leisure offer in Diss and creating a more attractive link between the town and the river valley.
- 163 A certain amount of enabling housing growth is considered acceptable, though more may be accommodated subject to sensitive design and layout being achieved that takes account of the proximity to the River Waveney and Conservation Area.
- 164 The site is located on the A1066 Park Road, the main east-west road through Diss. Pedestrian access across Park Road to/from the town centre on the existing crossing needs improvement, as crossing safely can be difficult due to the volume of traffic.

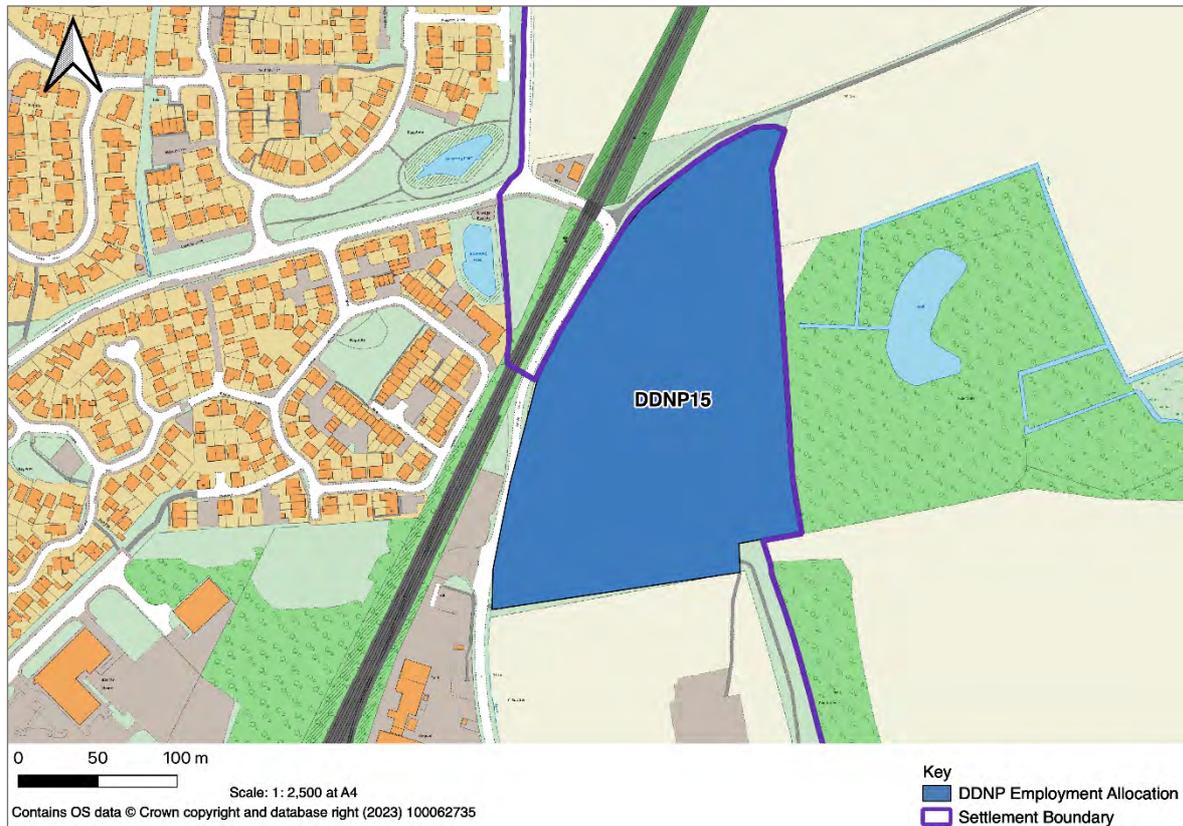
POLICY DDNP14

The Plan allocates the site for leisure, open space and residential development, accommodating approximately 10 homes, subject to the following criteria:

- a) The design of the scheme should be sensitive to the adjacent Conservation Area and River Waveney, and any built development element should be delivered at a safe distance away from the river corridor taking account of its flooding profile;
 - b) The scheme should deliver an area of open space and habitat improvement for local wildlife that enhances the function of the adjacent green corridor and provides a buffer for the river corridor;
 - c) The scheme should facilitate the provision of a riverside walk to join the existing riverside walk that currently runs past the two existing supermarkets off the A1066 and connects to 'The Lows' leading to Palgrave;
 - d) The scheme should expand provision of the footways/cycleways across the site frontage;
 - e) Any new homes should be within Flood Zone 1 (taking into account reprofiling of the site), should be well related to existing development and closely related to each other. In addition, they should be sensitively designed and sited to reflect their position in the river valley and their proximity to the Conservation Area;
 - f) Development proposals should incorporate opportunities to improve surface water run-off rates, particularly in the creation of new site access and egress points;
 - g) The scheme should incorporate wastewater infrastructure capacity appropriate for the mix and scale of buildings and their uses on the site;
 - h) The scheme should incorporate measures to mitigate against noise emissions from the adjacent electricity substation; and
 - i) Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy* (NMWCS) applies, as this site is underlain by safeguarded mineral resources.
-

6.11 EMPLOYMENT GROWTH

165 There is a concentration of commercial and industrial businesses to the east of the Diss town centre, located either side of the railway line. There is a wide range of employers.



Map 15 Employment allocation north of Diss Business Park

166 This employment allocation is brought forward from the SNLP. The land is yet to be developed but the principle has been accepted and it is expected that development will take place within the DDNP timeframe. The site area is 4.22 ha.

DDNP15

Land at Sandy Lane (north of Diss Business Park), Diss

POLICY DDNP15

The Plan allocates the site for employment development, subject to the following criteria:

- a) Development is restricted to use Classes B2 and B8;
- b) The development of the overall site should provide walking and cycling links along the western boundary of the site in accordance with the DDNP cycle network (Map 18), to enhance footway and cycle links to the town centre and railway centre;

- c) The development of the overall site should take account of the constraints caused by a gas pipeline within the northern part of the site;
 - d) The development of the overall site should provide appropriate landscaping to the eastern boundary and retain trees along the northern and southern boundaries of the site;
 - e) The development of the overall site should protect the adjacent County Wildlife Site to the east from unacceptable impacts by implementing an effective ecological buffer;
 - f) The development of the overall site should contribute towards protection and enhancement of green infrastructure, in particular that along Frenze Beck, including enhancement of the County Wildlife Site and adjacent land currently used for informal access. All green infrastructure should be integrated with that of surrounding sites;
 - g) Wastewater infrastructure capacity should be confirmed before any development takes place;
 - h) Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy (NMWCS)*, as this site is underlain by safeguarded mineral resources.
-



Diss Business Park, Hopper Way, Diss

167 Diss Business Park is located a short distance from the town centre, near to the railway station. It was allocated in the SNLP and has mostly been developed. It includes the Diss Business Hub, which provides meeting and conference facilities as well as office space for small businesses.

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MAP 16 Diss Business Park

POLICY 3 - Diss Business Park

As appropriate to their scale, nature and location, development or redevelopment proposals at Diss Business Park should comply with the following matters:

- a) Development is restricted to uses B2 (General Industry), B8 (Storage and Distribution), E(g) (Offices, Research and Development and Industrial Processes) and other appropriate employment related development;
- b) Any development proposals will need to take a coordinated approach to the delivery of footway/cycle infrastructure with the adjacent DDNP15 employment allocation;
- c) Protect and enhance the function of the nearby Green Corridor (see Map 17) and Frenze Beck County Wildlife Site,

demonstrating how any significant harm to wildlife using this will be mitigated to accord with Policy 8: Green Corridors and Biodiversity Enhancement.

- d) Policy CS16 (or any successor policy) of the Norfolk Minerals and Waste Core Strategy (NMWCS), as this site is underlain by safeguarded mineral resources.**
-

6.12 HOUSING MIX

- 168 Paragraph 62 of the NPPF requires plans to have policies that meet the housing needs of different demographic groups, such as older people, people with disabilities, self-builders, people wishing to rent and families.
- 169 Policy 4 in the *Joint Core Strategy* for Broadland, Norwich and South Norfolk (JCS) requires developments to comprise a mix of housing to meet the needs of the area. Policy 3.1 of the SNLP sets out that, “All housing proposals should help contribute to a range of dwelling type and bed spaces to meet the requirements of different households, as identified through the current Strategic Housing Market Assessment.”
- 170 Policy CS9 in the MSCS requires proposals to provide a mix of housing to meet different needs.
- 171 Looking at the evidence shown in the HNA, it suggests that the housing profile of the Plan area is different from that in much of South Norfolk and Mid Suffolk, with proportionately more terrace properties and flats, many of these situated in Diss.
- 172 The age profile is broadly similar to that of South Norfolk, though there is a slightly higher proportion of older people, and this is increasing over time. By 2036, people aged over 65 will be the single largest group in South Norfolk and Mid Suffolk. The existing housing stock of smaller dwellings would appear to cater well for this, enabling older people to downsize their homes if they so wish. On the other hand, there is a large and increasing proportion of families with non-dependent children, which could indicate difficulties experienced by younger people in buying locally or remaining in the area, which perhaps indicates a need for additional smaller dwellings to help younger adults get on the housing ladder.
- 173 Analysis completed as part of the HNA indicates that the housing stock could usefully include proportionately fewer properties with two bedrooms and four or more bedrooms, and more properties with one bedroom or three bedrooms.
- 174 There is also a significant need for many new homes to be available to rent to cater for new households. National policy and legislation also aim to support people wishing to build their own home.
- 175 Further analysis is provided in the *Evidence Base* that accompanies this Plan. Earlier consultations found strong support across the area for a housing mix policy to meet local need as reflected in the HNA, including homes for rent and support for self-builders.

POLICY 4 - Housing Mix

As appropriate to their size and location, residential development proposals should provide a mix of housing types and sizes or show that they are meeting specific housing needs. In particular, proposals should demonstrate that they are:

- a) Supporting the need for one and three bedroomed homes;
- b) Helping to meet the needs of an ageing population by including housing that is suitable for older people; and
- c) Providing housing that is suitable for younger people.
- d) Support the need for smaller 2- and 3-bedroomed homes that are adaptable (built to optional M4(2) standards), to meet the needs of the ageing population, without excluding the needs of the younger buyers and families.
- e) Support the need for private rent housing.
- f) Delivering a proportion of serviced dwelling plots available for sale to self-builders or custom builders, which comply with other policies in the development plan.

Proposals for major residential developments should provide 5% self or custom build properties on-site through the provision of serviced plots unless such an approach would not be viable or practicable. Once the serviced plots are available for development, they should be marketed for this purpose for a period of not less than 12 months.

176 Although a mix of housing as set out in Policy 4 will be expected, it is recognised that with building conversions it might not be possible to meet the size requirements as it could be constrained by the existing building fabric. Furthermore, some proposals will primarily aim to provide for a particular housing need rather than a mix. All proposals should have due regard to the latest HNA. The policy has been carefully prepared to bring forward appropriate house types. Criterion c) is an important element of the policy. It will assist younger people in their ambition to have a home of their own. This part of the policy applies to all housing on an application site taken as a whole, including both open-market and affordable housing combined. This will apply unless a different mix is fully justified on the grounds of viability or evidence of local housing need.



6.13 AFFORDABLE HOUSING

- 177 The NPPF and the PPG set out a national policy approach to affordable housing, including the need to increase the availability of affordable homes to buy, such as discounted open-market houses. Policy 4 in the JCS sets out the affordable housing requirements for housing proposals, whereby the percentage varies according to the size of the development. It also sets out a tenure split of approximately 85% social rented and 15% intermediate/shared ownership tenures. The emerging GNLP requires 33% of major residential developments to be for affordable homes, and has no set tenure split.
- 178 The JLP and the MSLP 2006 Alteration set out that a contribution of 35% affordable housing will be required on sites of ten or more dwellings or 0.5ha or more. Proposals for new affordable housing will be expected to have regard to the mix and type of housing needs identified in the most relevant district needs assessment evidence.
- 179 Rural Exception Sites, which are small sites used for affordable housing in perpetuity where sites would not normally be used for housing, such as outside of the settlement boundary, are also covered in the NPPF. Policy DM3.2 in the SNLP sets out criteria for supporting affordable housing on Rural Exception Sites to meet local need. The MSLP 2006 Alteration also covers Rural Exception Sites.
- 180 There is currently a new government strategy for 'First Homes', which are only available to people buying their first home, with a minimum discount of 30% below full market value. After the discount is applied the initial sale price must not exceed £250,000. First Homes will be subject to legal restrictions ensuring discount is retained for future occupants and to stop the allowance of renting or sub-letting. There is a national requirement that First Homes make up 25% of affordable housing provision on development sites.
- 181 The HNA indicates that the affordable housing, which comes forward as a percentage of the larger allocated sites, should focus on Social Rent tenure, but there is also a need for more Shared Ownership provision.
- 182 The overall affordable housing requirement is a strategic policy as the affordable housing need extends beyond Diss and District, and so needs to be covered by the local plans.
- 183 Given the wider policy framework, the DDNP does not need a separate policy on Rural Exception Sites as this is adequately covered in the local plans and NPPF. The local plans will also cover the percentage requirement of affordable housing as part of larger residential developments. It would be useful to have a policy that reflects local need as shown in the HNA where this is different to the need across the districts. This can then be used by South Norfolk and Mid Suffolk Council when negotiating with developers. There is a high level of support for this approach across the DDNP area.
- 184 The comparison of tenures within the district council areas as a whole and those in the DDNP area strongly suggests that homes in Diss and surrounding villages are less affordable than those throughout the wider area, with local affordability expected to worsen. This is a particular issue for those on lower incomes who are priced out of any form of home of their own, even Affordable Rent properties. Future rental provision should therefore focus on Social Rent where possible. For those on average incomes,

gaining access to affordable home ownership through discounted homes will likely need a greater discount compared to the wider area.

- 185 The evidence also suggests that the affordable housing need is generally for smaller dwellings of three bedrooms or less as with the districts as a whole, but there is a much higher need for affordable one-bedroom properties compared to the district average.
- 186 Realistically, most of the new affordable homes will be delivered in Diss. South Norfolk Council will use a 'cascade' such that people who live locally or with a local connection get first refusal. This only applies to housing for rent, not affordable routes to ownership such as those discounted off the market value. Any homes left will then be offered more widely across the district.
- 187 However, the convention is that until the homes have been offered to people elsewhere in South Norfolk, they will not be offered to people in the neighbouring Mid Suffolk parishes as they are in a different district, despite being close and being part of the same Neighbourhood Plan. There is local support for having a policy that encourages South Norfolk Council to include the Mid Suffolk parishes in its cascade. This, however, is not strictly a planning issue and so this is reflected in COMMUNITY ACTION 1.

POLICY 5 - Affordable Housing

Proposals for residential development should provide affordable houses in accordance with the strategic policy approach in the relevant local planning authority area and reflect the information in the most up-to-date Housing Needs Assessment. Where it is both practicable and commercially viable to do so, future affordable housing provision should:

- a) have a focus on social rented housing; and**
 - b) include the provision of smaller dwellings including one-bedroomed dwellings.**
-

- 188 Policy 4 of the Plan has been carefully worded to ensure that it takes account of potential viability and practical issues, and to ensure that the mix of affordable homes, tenure and size takes account of the most up-to-date information available.
- 189 The housing number or site area threshold that triggers the need for affordable housing to be provided is set out in national planning policy and guidance, and the proportion of homes that need to be provided as affordable homes, once this is triggered, is currently contained in the local plan, and so there is no need to have anything on those aspects in a DDNP policy.
- 190 However, the HNA is useful evidence reflecting local need and this can be used when deciding on the type of affordable housing needed on any site.

COMMUNITY ACTION 1 - Affordable Housing Cascade

The DDNP supports the inclusion of the Mid Suffolk parishes of Brome & Oakley, Palgrave and Stuston in South Norfolk Council's affordable housing cascade when this is next reviewed by South Norfolk Council.

191 It is recommended that cascade criteria used by South Norfolk Council when providing affordable housing for rent to people is reviewed as follows:

People who apply for affordable housing to rent in Diss are prioritised (by South Norfolk Council) according to a cascade system. If this included the Mid Suffolk parishes it could look like this:

- *Residents of Diss who have lived in Diss for a total of at least 3 of the last 10 years;*
- *Former residents of Diss who lived in Diss for at least 3 of the last 10 years;*
- *Residents of Diss who have lived in Diss or the adjacent parishes for the last 3 years or more;*
- *People working in Diss and who have done so for the last year or more for at least 10 hours each week;*
- *Residents of the adjacent parishes who have lived in one or more of those parishes (or Diss) for the last 3 years or more;*
- *Residents of Diss who have lived in Diss for less than 3 years;*
- *Residents of the adjacent parishes who have lived in those parishes (or Diss) for less than 3 years;*
- *Residents of the Mid Suffolk parishes of Palgrave, Stuston and Brome & Oakley;*
- *Other residents of South Norfolk;*
- *Any other person.*

192 Where affordable housing provision is made under the DDNP in a parish other than Diss, then the same conditions of preference shall apply as above with regard to that parish, i.e. the word 'Diss' is replaced, for example, by 'Roydon'.

193 This, however, will be a decision in due course for South Norfolk Council, which will need to come to a view bearing in mind many other considerations.

6.14 DESIGN



FIGURE 3 AECOM's Design Code document (DDDC) produced for the DDNP. It is one of the many submission documents that are available to view on www.ddnp.info.

- 194 Chapter 12 of the NPPF requires plans to have design policies that have community support and pick up the defining characteristics and historic character of the area. Design covers not just appearance but how a place functions. National policy encourages innovative design with high levels of sustainability. Housing density is a key part of design. Paragraphs 124 and 125 of the NPPF discourage low densities as a poor use of land, but densities also need to be in keeping with the local character, and so this is often a balance.
- 195 Policy 2 of the JCS promotes high quality design, including having due regard to the use of traditional materials, the setting, historic character, and landscape. Policy CS3 of the MSCS also covers this. Policy DM3.8 of the SNLP includes a number of design considerations, including sustainable access, internal space standards, complementing and integrating with the local area, high quality, locally distinctive, master planning for large developments, respecting local landscape, reducing crime and anti-social behaviour, landscaping and retaining important existing natural features, and providing parking spaces that do not dominate the street scene.
- 196 Important as these are, they are quite general considerations. Good design will vary between places because of the different local characters, and so it is important to consider the local context. SNC has its own detailed Design Codes in its 2012 *Place*

Making Guide,⁸, which is a Supplementary Planning Document (SPD). This has a whole section on the key characteristics of Diss, as well as traditional designs and materials used in South Norfolk.

- 197 The DDNP area has a considerable history. This area around the Waveney Valley was one of the first to be settled and by Roman times it had been extensively settled, a general trend, which continued onward from the early mediaeval period. The area, therefore, has a large number of listed buildings, as well as wider key areas such as the conservations areas in Diss, Palgrave and Scole and Burston. Listed buildings and the Conservation Areas already have protection, whilst identifying Non-Designated Heritage Assets (NDHA) is covered in Section 12: Protection Policy – Historic Environment. Design will need to be especially sympathetic in the vicinity of heritage assets.
- 198 Good design is, however, about far more than preserving our history. The *Diss & District Design Code* (DDDC) has been developed by AECOM for the DDNP. It describes the character and design of the area, both historic and more modern, and its variety across the area. It also sets out how good design can preserve and enhance the local character and how it functions. So, whilst Diss is characterised as a compact market town, especially towards the town centre, the rural part of the Plan area is peaceful in its character, with a pattern of small villages set within the agricultural landscape. Future development in the villages could erode this character if not planned and designed sensitively.
- 199 The DDDC will be a valuable tool in securing context-driven, high-quality developments. The immediate context is important. Understanding the features of a site and its setting is essential. For example, the village green in Burston has a very distinctive character, as do the Conservation Areas mentioned earlier. Development in and around such places will need to avoid harming the character.
- 200 The philosophy behind the guidelines is that new development, as well as modifications to the existing built environment, should not be viewed in isolation.
- 201 It is not only about buildings, but how streets, spaces and buildings work together to create a place that people want to live in, visit and care for. When dealing with small infill and building alterations, design must be informed by the wider context, considering not only the immediate neighbouring buildings but also the townscape and landscape of the wider locality.
- 202 The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may sometimes be more efficient.
- 203 The consultations revealed a degree of concern with the loss of dark skies with more street lighting as housing developments have been delivered. The NPPF states that planning policies and conditions should “limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation”. This is supported by National Planning Policy Guidance on Light Pollution, which explains how light pollution considerations should be applied in planning decision-taking.

⁸ [South Norfolk Place Making Guide](#)

- 204 Diss town centre, with its streetlighting and night-time economy falls into one of the brightest categories, with light effects spilling out beyond the settlement. Some parts of Brome & Oakley, Burston & Shimpling, Palgrave and Stuston, which are much more rural in their character, have some of the darkest skies.
- 205 Darkness at night is one of the key characteristics that distinguish rural and urban areas. Security lights, floodlights and street lights all break into darkness and create a veil of light across the night sky. There is increasing awareness of the impact that light pollution can have on wildlife.
- 206 At consultation, over 90% of people supported protecting intrinsically dark landscapes with only 4% saying they did not support such a policy. A design policy was also strongly supported, as was the need for the housing density to be sympathetic to the immediate context.
- 207 During the consultations there was support for housing densities on new development in the villages reflecting the more rural open nature, so not being too dense and urban.

POLICY 6 – Design

Development proposals should demonstrate high-quality design and respond positively to the Diss & District Design Code. High quality design is defined by:

- a) Being sensitive to defining local characteristics and materials, reinforcing local distinctiveness. Planning applications will be expected to demonstrate an understanding of local design character and density, drawing on the latest design codes. For major developments expected to have a significant impact on the townscape or landscape, this should be in the form of site-specific design codes and masterplans;**
- b) Delivering demonstrable net biodiversity gain to meet statutory requirements and, where appropriate, linkages to Green Corridors (Policy 8);**
- c) Ensuring good quality and safe access for people walking and cycling, including creating safe linkages to existing walking and cycling networks and provision of safe and secure cycle storage, in accordance with adopted cycle parking standards;**
- d) Avoiding external lighting (including street lighting) in or adjacent to areas of intrinsically dark landscapes. Where any proposed external lighting cannot be avoided it must be justified as having over-riding benefits and designed and operated so as to minimize any adverse impact on dark skies, landscape and wildlife. Likely light spill from within buildings will be minimized through good design;**

- e) Residential developments having a housing density that makes an efficient use of land whilst responding sensitively and sympathetically to the local character in the immediate area, with this being especially important on the edges of the villages and the transition to open countryside;
- f) Housing density outside of Diss should aim to achieve 25 dwellings per hectare, which is in keeping with the prevailing rural character of the area, unless it can be demonstrated that this significantly harms viability or is at odds with the local character of the immediate area.
- g) All new development should demonstrate that it is minimizing energy consumption by means of layout, orientation, massing and landscaping; and
- h) In all cases, an exceptional standard of design will weigh significantly in favour of proposals, especially in terms of high standards of energy efficiency.

In addition to the general contents of this policy, high quality design would include securing high-density residential development in and around Diss town centre.

- 208 Proposals should have full regard to the DDDC specifically and SNC's *Place Making Guide* generally, as well as any national design guides and other guidance such as the national *Manual for Streets*⁹ and 'Secured by Design' police initiative¹⁰.
- 209 Site specific design codes for major development will be proportionate to the size of the site and should be drawn up through community engagement. They should not be too specific, so they should not specify suppliers for example, and the code should be used to set broad parameters for the site with a focus on place-making rather than architectural features.
- 210 Intrinsically dark landscapes are those entirely, or largely, uninterrupted by artificial light. For the purpose of the DDNP, an intrinsically dark landscape is considered to be those areas where prevailing light is below 0.5 Nw/cm²/sr, as shown in the *Evidence Base*
- 211 It is of prime importance that new development relates well to the landscape setting and character of the existing settlement, and in particular the immediate area around the development. Analysis of current housing density in the area shows how widely it varies. The Census built-up-area reports data¹¹ suggest that Stuston has a very low density of around 4 dwellings per hectare, Scole and Burston are around 11, whilst Diss is higher. The densities in the rural villages are indeed very low, and development with such low densities would likely not meet the national requirement to make the best use of land. A

⁹ [Manual for Streets](#)

¹⁰ [Secured by Design](#)

¹¹ These are all likely to be slight under-estimates because of the way the boundaries around the built-up-areas are drawn

compromise that delivers a higher density is needed, but not so high as to be out-of-keeping with the location. Design is critical and should allow dwellings to be comfortably accommodated, appropriate to their scale and setting.

212 Section 7.4 shows the walking and cycling network for the area, much of, which still needs to be implemented through targeted improvements. Developments will, where reasonable, be expected to ensure safe access to this network and implement parts of it (see also Policy 10: Walking and Cycling Network). Consideration of the Green Infrastructure Network and its delivery is covered by Policy 8.

Design is a wide-ranging concept, and includes many other considerations, such as: avoiding settlements joining up (often called coalescence) and retaining key important views. These have been covered separately in other policies within this Plan



7 GROWTH AND INFRASTRUCTURE POLICIES

- 213 The housing growth set out in Section 6 will need to be delivered in a way that is sustainable. Up to a point this needs to be considered for each site, such as the creation of habitat on site, and providing access for pedestrians and cyclists (see Policy 6: Design). Policy 1: Scale and Location of Housing Growth also sets out some site-specific improvements, such as the link road for site 1a north of the cemetery in Diss. However, there is also a need to consider the sites in combination and in a wider context. For example, the benefits of providing localised improvements for cycling will be limited if cycling in the wider area is seen as too dangerous because of the poor quality of the infrastructure.
- 214 Infrastructure in this sense can be green or habitat infrastructure to support the natural environment, community or cultural infrastructure, and physical infrastructure such as roads, cycle routes and foul water facilities. Some of these will need to be improved to ensure they have the capacity to cope with the planned growth (such as foul water facilities), whilst others will need to be improved to make the growth more sustainable, such as improvements to green infrastructure and cycle routes.
- 215 The community is also concerned about the erosion of green space. Local Green Spaces (LGS) are designated in Policy 15 and the *Local Plans* have green space requirements for new developments.
- 216 To deliver and support the growth plans outlined within this section the following new and improved infrastructure will be required.

Transport	<ul style="list-style-type: none"> • Measures to help reduce vehicle speeds through the villages • Improved walking and cycling infrastructure, especially as part of the identified network • Improved road infrastructure and capacity, especially on the A1066 through Diss such as the Morrisons junction • Improvements where necessary to adjacent Public Rights of Way
Community facilities	<ul style="list-style-type: none"> • Improved leisure provision, situated within easy walking distance of Diss town centre and with sufficient vehicle parking space
Green infrastructure	<ul style="list-style-type: none"> • Improvements to designated Local Green Spaces; and • New habitat to achieve a net gain in biodiversity and develop Green Corridors
Digital	<ul style="list-style-type: none"> • Better broadband

- 217 Policy DM1.2 in the *South Norfolk Local Plan (SNLP)* covers the need for development to provide the necessary infrastructure. Policy CS 6 of the *Mid Suffolk Core Strategy (MSCS)* covers services and infrastructure, including schools and libraries.
- 218 Some specific infrastructure requirements, such as for new open space and affordable housing as integral parts of new developments, are adequately covered in the local plans.

- 219 Other infrastructure providers, especially those needing to plan for the required capacity, such as the Local Education Authority, the Local Highway Authority and Anglian Water, will respond through the plan-making process and during planning applications, setting out whether proposed development sites, individually and as a whole, have adequate highway access and capacity, school places, or foul water capacity. Such considerations are often strategic matters rather than just local and so take account of growth and change over a wider area than the DDNP.
- 220 Infrastructure considerations will be built into the DDNP where this can add value. To make the Plan more sustainable, environmentally and socially, the infrastructure needs set out in on the previous page have been identified. The development of Green Corridors had the strongest level of support out of all the policy proposals in earlier consultations.
- 221 When this Plan is made (adopted), the parish councils will see their proportion of monies from the Community Infrastructure Levy (CIL) increase from 15% to 25%. In addition to infrastructure being important for planning decisions, the town and parish councils will be guided by the following policies when deciding how to invest their own Infrastructure Levy monies.



7.1 FLOOD AND WATER MANAGEMENT

- 222 Flooding can cause serious damage and have significant impacts for homeowners and businesses. By thinking about flood risk early, it may be possible to avoid it, manage it more efficiently or in a way that adds value to the natural environment and biodiversity.
- 223 The River Waveney, which runs through the Plan area, is a key feature of both the landscape and water management. Flood Zones¹² show the fluvial flood risk in Diss is associated with the River Waveney that flows to the south of the town. Flood risk is greatest to the south, following the river, and to the east. A number of properties between Rose Lane and Stuston Road are shown to be within Flood Zone 3¹³. Further properties to the north of Ling Road, south of Victoria Road, in the vicinity of Rose Lane, London Road/Whitehorse Street junction are within Flood Zone 2.
- 224 Mapping shows that the town is at risk from surface water. However, it is mostly confined to gardens and the road network as well as the floodplain of the existing watercourse. There is significant flooding risk to property from overland flow routes originating from the vicinity of Mount Street and extending in a south-east direction towards Victoria Street and then the River Waveney. The Norfolk Local Flood Risk Management Strategy identifies 90 properties at risk of surface water flooding in Diss and 20 in Scole.
- 225 The Lead Local Flooding Authorities (LLFA) in the area are the county councils and they are required to keep records of flooding incidents. According to LLFA datasets of flooding reports to private property (gardens, driveways and homes) extending from 2011 to present day, there are 41 records of internal flooding and 44 records of external flooding in the Plan area, as follows:
- Brome & Oakley: 1 record of internal flooding, 5 records of external flooding
 - Burston & Shimpling: 15 records of internal flooding, 9 records of external flooding
 - Diss: 12 records of internal flooding, 12 records of external flooding
 - Palgrave: 1 record of internal flooding, 5 records of external flooding
 - Roydon: 2 records of internal flooding, 5 records of external flooding
 - Scole: 10 records of internal flooding, 7 records of external flooding
 - Stuston: 1 record of external flooding
- 226 In December 2020 there was an exceptionally high amount of rainfall, leading to widespread flooding and devastating impacts on people, homes and communities in the DDNP area. Residents report that these floods were the second worst in memory, after the floods of 1968.
- 227 There is real concern from residents that with climate change predictions estimating 30% more rainfall, and for this to fall in extreme events, these flooding incidents will become more common and damaging.

¹² There are three flood zones as defined by the Environment Agency (EA): Flood Zones 1, 2 and 3. These areas have been defined following a national modelling project for the EA and are regularly updated using recorded flood extents and local detailed modelling. The zones are based on the likelihood of an area flooding, with Flood Zone 1 areas least likely to flood and Flood Zone 3 areas most likely to flood.

¹³ Areas within Flood Zone 3 have been shown to be at a 1% or greater probability of flooding from rivers or 0.5% or greater probability of flooding from the sea.

- 228 Strategic policy in the NPPF and local plans seeks to minimise development in areas at risk from flooding, and reduce the risk of flooding associated with development, both on the development site and elsewhere. The DDNP aims to strengthen the recognition of local flood issues and ensure these are adequately considered in future planning proposals. The DDNP seeks to ensure Sustainable Drainage Systems (SuDS) are incorporated as both an effective way of reducing runoff rates and delivering wider biodiversity, water and public amenity benefits.
- 229 Drainage systems can contribute towards sustainable development and improve places where people live and work. Approaches to manage surface water that take account of water quantity, quality, biodiversity and amenity are collectively known as SuDS. Traditionally piped drainage networks convey water much more quickly than natural processes. Flooding can occur when housing and other development such as paving increases the volume and speed of run-off. SuDS seek to manage rainfall in a similar way to natural processes, by using the landscape to control the flow and volume of surface water, prevent or reduce pollution downstream of development and promote recharging of groundwater. Natural vegetation, including trees, in SuDS helps attenuate flows, traps silts and pollutants and promotes infiltration.
- 230 Policy 7 focuses on maximising the use of natural SuDS features, which manage flood risk but also provide benefits such as enhancing public open space, contributing to the character of an area, and providing wildlife habitat. SuDS schemes that consist of underground plastic/concrete boxes to store rainwater, although recognised to reduce flood risk by releasing rainwater more slowly will not deliver the additional benefits.
- 231 The DDNP requires that any future development (or redevelopment) proposals show there is no increased flood risk from an existing flood source and mitigation measures are implemented to address surface water arising within the development site. It is recommended that applicants submitting planning proposals refer to guidance provided by the LLFA.
- 232 With regard to surface water flooding the expectation is that development will:
- Not increase flood risk to the site or wider area from fluvial, surface water, groundwater, sewers or artificial sources;
 - Have a neutral or positive impact on surface water drainage;
 - Demonstrate engagement with relevant agencies and seek to incorporate appropriate mitigation measures to manage flood risk and reduce surface water run-off to the development and wider area such as:
 - Inclusion of appropriate measures to address any identified risk of flooding (in the following order of priority – assess, avoid, manage and mitigate flood risk).
 - Where appropriate undertake sequential and/or exception tests.
 - Locate only compatible development in areas at risk of flooding, considering the proposed vulnerability of land use.
 - Inclusion of appropriate allowances for climate change.
 - Inclusion of SuDS with an appropriate discharge location.
 - Priority use of source control SuDS such as permeable surfaces, rainwater

harvesting and storage or green roofs and walls.

- To mitigate against the creation of additional impermeable surfaces, attenuation of greenfield (or for redevelopment sites as close to greenfield as possible) surface water runoff rates and runoff volumes within the development site boundary.
- Provide clear maintenance and management proposals of structures within the development, including SuDS elements, riparian ownership of ordinary watercourses or culverts, and their associated funding mechanisms.

233 A number of DDNP site allocations fall within or adjacent to the Internal Drainage District of the Waveney, Lower Yare and Lothingland Internal Drainage Board. This means that the Board's Byelaws apply. Where surface water discharge is proposed to a watercourse within the Internal Drainage District then the proposed development will require land drainage consent.

POLICY 7 – Surface Water Management

Development proposals should be designed to manage flood risk effectively and not increase, and wherever possible reduce, the overall level of flood risk both to the site and elsewhere, with solutions appropriate to the low-lying nature of the area. Proposals specifically to improve surface water drainage, such as works to reinstate an effective drainage scheme, will be supported.

Any new development or significant alteration of an existing building should be accompanied by a proportionate assessment that gives and appropriate consideration to all sources of flooding and proposed surface water drainage.

Proposals should incorporate Sustainable Drainage Systems (SuDS) that are appropriate to the scale and nature of the development and designed to be an integral part of the green infrastructure. These may include:

- a) Attenuation ponds;**
- b) Planting;**
- c) Introduction of permeable driveways or parking areas;**
- d) Rainwater harvesting and storage features;**
- e) Green roofs.**

To mitigate against the creation of additional impermeable surfaces, there should be attenuation of greenfield (or for redevelopment sites as close to greenfield as possible) surface water runoff rates and runoff volumes within the development site boundary. These measures will be required unless the developer can provide justification to demonstrate that it is neither practicable nor feasible within the constraints or configuration of the site.

234 Watercourses, including drainage channels both piped/culverted and open ditches play a key role in water and flood management. Good maintenance and care are important to sustain or improve their functionality. Both Norfolk and Suffolk County Council have guidance¹⁴ for riparian owners, with whom the town and parish councils will aim to work proactively.

COMMUNITY ACTION 2 - Maintenance of Drainage Ditches

The town and parish councils will work proactively with riparian owners, landowners and statutory agencies, such as the Lead Local Flood Authority, to ensure that watercourses are properly maintained with a view to ensuring that they continue to play their role in the management of water and flood risk.



¹⁴ [Norfolk](#) and [Suffolk](#) Guidance links for riparian owners

7.2 GREEN INFRASTRUCTURE

- 235 Green infrastructure encompasses multi-functioning green spaces that can meet a wide range of social, economic and environmental needs. For example, greenspace can function as wildlife habitat, a public open space or flood storage facility. It is usually defined as a network of green corridors that include natural greenspaces such as woodland and ponds, man-made managed greenspaces like parks and gardens, as well as their connections, which could include footways, waterways and hedgerows.
- 236 Individually, these core sites or greenspaces are insufficient for protecting species and ecosystems but linking them together can establish a functioning Green Infrastructure Network.
- 237 Green infrastructure also has a key role in improving quality of life for communities and investment in such can provide important benefits, including improving the health and wellbeing of local people. The importance of this to residents was highlighted during the issues and options consultation, when many comments were received about the personal and community benefit of having access to wildlife and green spaces. Furthermore, 817 people (95% of respondents) indicated that they felt the Plan should have a policy requiring development to improve areas for wildlife, including creation of new areas.
- 238 The *Greater Norwich Green Infrastructure Strategy*¹⁵, produced to support the *Joint Core Strategy* for Broadland, Norwich and South Norfolk (JCS) identifies two strategic green infrastructure corridors that centre on Diss, the East Diss Corridor and Mulbarton – Diss Corridor. The DDNP identifies local green corridors that link with the strategic network.
- 239 The Environment Act 2021 and Chapter 15 of the *National Planning Policy Framework* (NPPF) afford considerable support for protecting and enhancing key landscapes and areas of value in terms of biodiversity. Paragraph 174 sets out that planning policies should minimise impacts on and provide net gains for biodiversity, including by the establishing of coherent ecological networks. Furthermore, paragraphs 98 -103 cover protecting existing green open spaces and creation of new ones.
- 240 Policy 1 of the JCS supports habitat conservation and creation, as well as open green spaces. Policy DM 1.4 in the SNLP reflects the NPPF in terms of conservation and enhancement of the natural environment, including biodiversity net gain. Policy CS5 in the MSCS is similar.
- 241 Policy DM 4.4 in the SNLP protects nature conservation designated sites as well as having a requirement for positive ecological gain from development and support for the creation of Green Infrastructure Networks. Policy CS5 in the MSCS has a similar approach.
- 242 Although there are no national or European designated wildlife sites within the DDNP area, there are 21 County Wildlife Sites, distributed throughout it. They include a range of different habitat types, one of which, Roydon Fen, is also designated a Local Nature Reserve. Roydon Fen is situated on the edge of the Waveney Valley, part of a chain of fens that are strung like jewels along the Norfolk and Suffolk border. The reserve is

¹⁵ Greater Norwich Development Partnership, *Green Infrastructure Strategy – A proposed vision for connecting people places and nature* (2007)
<https://www.greaternorwichgrowth.org.uk/dmsdocument/109>

tucked away down a small lane within a mile or so of Diss, offering a sense of the wildness and extensive wetland. Like all valley fens Roydon Fen is incredibly wet most of the year, with spring-fed, deep peat soils permanently water-logged. Walking trails, including a boardwalk, run through the fen.

- 243 There are also designated ancient woodlands in Scole parish, some of which are locally identified as County Wildlife Sites and are some of the most important in the county. Ancient woods are areas of woodland that have persisted since 1600 in England and Wales. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms.
- 244 Added to this there are patches of priority habitat, with deciduous woodland and floodplain grazing marsh featuring strongly within the area of the Plan. Equally important for wildlife are the hedgerows, ponds, meadows and veteran trees that are so characteristic, and an integral part of the landscape in the Diss and District area. These are really important for and support a wide range of wildlife, including declining meadow wildflowers, butterflies and bats.
- 245 In terms of managed greenspaces, the Mere and surrounding park is a key focal point, but each community has its own important play spaces, churchyards and allotments that are socially important.
- 246 Public rights of way and The Angles Way long distance path effectively provide green links between some of these natural attractions, including Roydon Fen.
- 247 The most special of the green spaces across the Plan area are identified in Section 9 where they are protected by their designation as Local Green Space (LGS). This includes a good number of natural and managed green spaces that are particularly important to the local community but is certainly not all of them.
- 248 Identifying green corridors for the DDNP has included a desktop survey of local information, including the mapping of natural and managed greenspaces, priority habitat, hedgerow, rivers, streams and footpaths. This 'basemap' is shown in Appendix A. The mapping has been supplemented by local knowledge and verification. As the Plan area lies within the scope of the proposed *Claylands Living Landscape* project, there has also been input from ecologists at Norfolk Wildlife Trust. This project aims to enhance the management of existing wildlife habitats, increase the extent of habitat including grasslands, woodlands and hedgerows; and encourage the more sensitive management of farmland, thereby creating a more joined up Green Infrastructure Network, as well as encouraging more sensitive management of farmland. To achieve this the Norfolk Wildlife Trust is working closely with community groups and landowners to raise awareness of wildlife and encourage active participation.
- 249 The Green Corridors shown on Map 17 link the key blocks of habitat in the Diss and District area, identifying where there is likely to be best opportunity for improving ecological connectivity. Further work to determine the condition of existing habitat and engagement with the local community and landowners to identify the exact location and nature of improvements will take place over the course of the Plan period and beyond. In this respect the mapped corridors are indicative, as it may be that the best opportunities to improve or create habitat arise adjacent to or just outside of the corridors.

- 250 In terms of how they should be considered in the planning process, however, the corridors identified in Map 1 should be considered a focus for protection and enhancement as set out in Policy 8 unless formal updates are provided as part of monitoring or reviewing this Neighbourhood Plan. Note that the corridors shown in Map 17 do not all stop at the DDNP boundary because ecological connectivity does not accord with administrative boundaries. Policy 8, however, relates specifically to the DDNP area.
- 251 In pursuing the measures in the first part of the policy there will be a key focus on working with local landowners. The third part of the policy sets out the implications for developers to mitigate against unacceptable harm being caused to the identified green corridors. Harm is likely to be caused by the introduction of barriers, such as housing, roads, hard landscaping and artificial lighting, or the re-direction of water sources or water courses. The fourth part of the policy comments about opportunities to enhance habitat opportunities. In relation to the provision for local wildlife, examples may include incorporating bird boxes, swift bricks and bat boxes into structures and natural features. In relation to promoting the freedom of movement of wildlife through development sites examples may include incorporating hedgehog highway gaps in barriers between gardens. Where necessary, planning applications should be accompanied by an ecology report that demonstrates how habitat opportunities will be maximised and retained.

POLICY 8 – Green Corridors and Biodiversity Enhancement

The Plan identifies the management, enhancement, and creation of wildlife habitats within the green corridors identified in Map 17 as a key priority. They will be a focal point for local conservation to create a more joined up Green Infrastructure Network and where possible increased public access, helping people to experience wildlife first-hand.

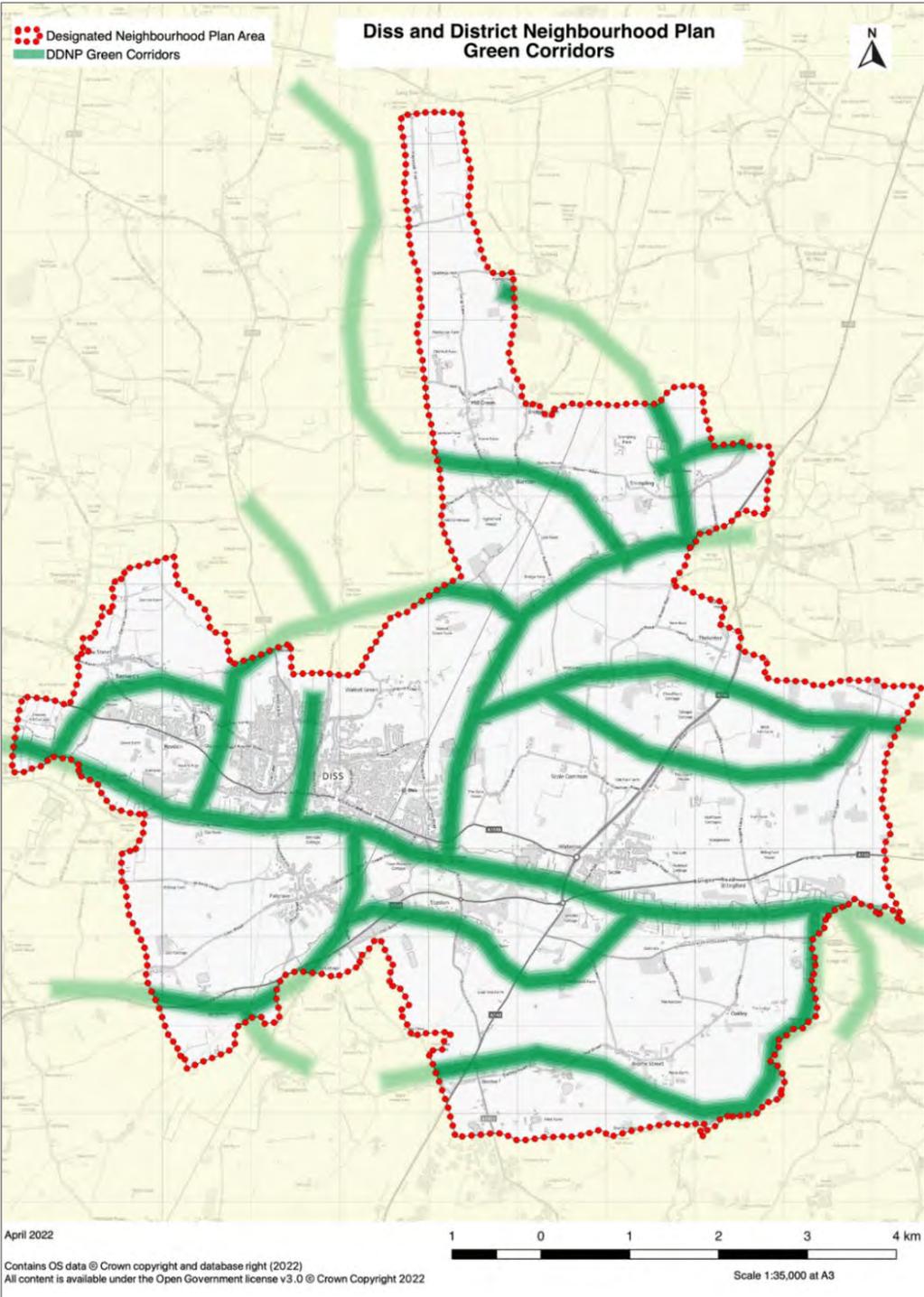
Development proposals should respond positively to the identified green corridors (shown in Map 17). Proposals for new development within or adjacent to a green corridor should deliver measurable net gains in biodiversity in accordance with national or local policy requirements or deliver qualitative improvement to the corridor relating to the quality of habitat or its ability to facilitate movement of fauna or flora.

Proposals in the vicinity of green corridors should maintain, and where practicable enhance, the function of the corridor and demonstrate how they will mitigate any unacceptable harm to wildlife in the corridor concerned.

Development proposals should maximise habitat opportunities to make provision for local wildlife and to promote the freedom of movement of wildlife through development sites. Existing natural features within development sites should be retained wherever practicable.

- 252 Policy 8 aligns with national requirements set out in the Environment Act (2021), which requires biodiversity net gain to be achieved through the planning process. Until national

requirements and guidance on measuring biodiversity net gain is released, the latest Defra Biodiversity Metric should be used to assess changes in biodiversity value brought on by development or changes in land management. This is a habitat-based approach to determining a proxy biodiversity value and determining if the policy target of 10% gain has been delivered. Focus should be on creating greater ecological connectivity, linking habitat created as part of development with existing wildlife corridors or nature-rich sites and preventing fragmented habitats. Corridors of native habitat joined together provide opportunity for wildlife to move and are more resilient to a changing climate.



MAP 17 The 13 green corridors link the key blocks of habitat in the Plan area

7.3 TRAFFIC

- 253 The impact of traffic is a cause for concern across the neighbourhood plan area. In the rural villages and along some country lanes speeding is a common issue that affects quality of life and people's perception of safety. Rat-running is also an issue on certain streets in the villages, with people aiming to avoid busier roads through Diss. These issues will impact upon people's travel choices and may put some people off walking or cycling, is the opposite of what we want to encourage, see Section 7.4 for further information on this. Some of the villages have community speedwatch or vehicle activated signs to help slow traffic, which have met with varying success.
- 254 In Diss, road traffic congestion is an issue within the town centre and along the A1066. Traffic modelling for Norfolk County Council's *Diss Network Improvement Strategy* (DNIS)¹⁶ shows that this will increase as a result of housing growth. This is a significant cause of concern, particularly where the historic character of Diss may be compromised, as it already has been in some areas including Victoria Road. This has been a key factor in determining the growth strategy for the Neighbourhood Plan as a whole. Consideration has been given not only to where housing will be delivered but the scale of growth on each site. The modelling showed that an additional 300 new homes in Diss town centre will result in a 1% increase in traffic at peak times. Whereas, large scale growth (2,000 homes modelled) to either the north or south of the town, even if it were to provide a link road, would significantly worsen traffic conditions within the town. Our approach has been to distribute growth more evenly across the town as a whole, making use of brownfield sites in the town centre where possible. See Section 6 for further details on the housing site allocations.
- 255 A series of measures to improve traffic flow through Diss are identified in the DNIS. This includes improvements to the A1066 Morrisons Roundabout Junction, which is currently the most constrained junction. These improvements are very much needed to support the planned growth in the DDNP and surrounding area. It is anticipated that improvements will be delivered through County Council infrastructure funding or Parish Partnership Funding, with remaining schemes delivered through associated growth. There is an expectation that given the historic nature of Diss, road traffic measures and engineering solutions will be designed sensitively to fit with their surroundings.
- 256 Most of the traffic on the roads in Diss is in some way related to the town. The DNIS includes the results of a recent study using automatic traffic counters placed at key radial routes, which indicated that 17% of traffic is travelling through Diss to get elsewhere. This shows that through traffic is not a particular issue and therefore investment in a link road to either the north or south of the town would not represent good value for money.
- 257 In terms of other constraints, a study undertaken in the last five years by Diss Town Council does not indicate that public car parking is a particular issue. Similarly, analysis of road traffic collisions has not identified road safety to be a particular concern, though there are areas of the town where interventions could be considered.

¹⁶ [Diss Network Improvement Strategy](#) (2020)

258 Chapter 9 of the NPPF is concerned with managing the impact of development on the operational efficiency of the transport network. Paragraph 105 promotes development that recognises the need to limit the need to travel. Paragraph 108 discusses the quality of parking and its bearing on safety and security. Policy DM 3.11 of the SNLP generally reflects national policy and there is no need for the DDNP to repeat this.

POLICY 9 – Road Traffic Improvements

Road traffic measures, especially those delivered within or adjacent to the historic core of Diss, should be sensitively designed so that they are sympathetic to the historic nature of the town and its Conservation Area status.

259 Policy 1: Scale and Location of Housing Growth sets out that a new link road will be required as part of the large development north of the Cemetery. More modest highway infrastructure improvements are likely to be required for other sites to improve or deliver access.

COMMUNITY ACTION 3 - Village Traffic Speeds

The rural parishes will in principle support actions by others, and carry out their own actions, to reduce speeding through the villages, for example by implementing vehicle activated signs or village gateway schemes. Funding to support this activity may derive from Community Infrastructure Levy or through the Parish Partnerships initiative.



7.4 WALKING AND CYCLING NETWORK

- 260 Diss is a fairly compact market town, which means the town centre is easily accessible by walking or cycling for most residents, including those living in nearby villages such as Roydon. Most of the urban area of Diss is accessible within a 25-minute walk for those living within the town. The existing circulation of footpaths and cycleways added to the location of public open spaces within Diss, also creates interest for residents and visitors.
- 261 The walking infrastructure overall is of a good standard and at the time of the 2011 census 17% of people indicated that they walked to work. Cycle infrastructure within Diss is also of a good standard and 6% of people cycle to work. The urban area of Diss is accessible within a 10-minute cycle, and Roydon, Brome and Scole are accessible within a 15-minute cycle. The Sustrans National Cycle Route 30 passes the outskirts of Diss, including an on-road link to the Railway Station. The route connects cyclists with Thetford, Diss and Harleston. There is also a shared pedestrian/cycle link along the A1066 in parts, which allows for off road cycling.
- 262 There is significant opportunity to increase walking and cycling across the neighbourhood plan area, and indeed a third of Diss residents indicate that they travel less than 2km to work. There are, however, barriers to walking and cycling, such as busy roads, lack of signage and a conflict with traffic at some junctions. The car remains the dominant mode of travel within the Plan area, which in turn increases traffic and congestion.
- 263 There is an ongoing trend for people to work from home due to the Coronavirus pandemic, and therefore many residents are now making use of their local shops and services on a more regular basis. This includes those services in neighbouring communities. The popularity of cycling has also risen sharply and nationally the government is promoting improvements to cycle infrastructure to support this.
- 264 Chapter 9 of the NPPF promotes sustainable transport, including making walking and cycling access integral to design of new development. Policy 2 in the JCS refers to design that incorporates and prioritises walking and cycling access and Policy 6 also supports improved walking and cycling and access to public transport. The SNLP Policy DM3.10 supports sustainable transport, including integrating with local sustainable transport networks. There are various local strategies that support the aims of the DDNP, including Suffolk County Council's Green Access Strategy, which sets out the Council's commitment to enhancing public rights of way, including new linkages and upgrading routes.
- 265 In 2017 the Government published its first *Cycling and Walking Investment Strategy*¹⁷, setting out the ambition for walking and cycling to be natural choices for shorter journeys or as part of a longer journey. It encouraged local authorities to develop their own *Local Cycling and Walking Infrastructure Plan* (LCWIP) and provided technical guidance on how to do so.¹⁸ Realising this will take sustained investment in cycling and walking infrastructure, and partnership working to build local commitment. In response to this, local authorities including Norfolk and Suffolk County Councils (in partnership with the

¹⁷ [Cycling and Walking Investment Strategy](#) (2017)

¹⁸ [Government guidance](#) for preparing Local Cycling and Walking Infrastructure Plans (LCWIP)

district councils) are developing LCWIPs, with the purpose of creating a cycling and walking network. The DDNP will contribute towards these plans.

- 266 Residents are ambitious about improving walking and cycling links within the DDNP area to support accessibility and promote healthier lifestyles. A new walking and cycling network (see Maps 18 and 19) that is safe and efficient will be developed over the plan period. As well as delivering key improvements within Diss town centre, the network will enhance connectivity between communities, link key services and employment locations and encourage more people to walk and cycle for essential trips. The network has been developed based on feedback received from almost 1,000 residents across the plan area. This includes responses received to questions about links from Diss into the surrounding villages. Significant investment is required to deliver improvements to the network. This will be a key focus for investment derived from housing growth that is delivered within the plan area. Policy 10 sets out these ambitions in a policy format. Sources of funding will include direct contributions from developers as part of on/off-site highway works and the Community Infrastructure Levy. Opportunities to secure other funding will be sought to complement these sources.
- 267 A new Riverside Link, is envisaged south of Park Road in Diss. This will become an integral part of the walking and cycling network connecting nearby villages and enhancing recreational links with the town. The link is an important part of regenerating the south side of the town; it will be delivered as part of the regeneration of the Waveney Quarter and allocation DDNP14.
- 268 The improvements listed in Map 18 to be delivered in Diss town centre were largely taken from the DNIS. They were prioritised as part of a consultation activity in summer 2020, with all respondents to a survey asked to identify their top five priorities. 622 individuals from across the Plan area fed into this prioritisation exercise, providing good evidence of public opinion. 52% of respondents also agreed that Diss town centre needed to be more pedestrian friendly, making it easier and more pleasant to walk around.
- 269 In alignment with Policy 8 on Green Corridors, there will be a focus on creating a greener walking and cycling network. Depending on the route and feasibility of different options, this may involve adjacent habitat creation, tree planting, hedgerows and planting of wildflowers. This will not only have wellbeing benefits for people walking and cycling but enable these routes to become corridors for wildlife such as small mammals and birds.
- 270 During the consultation exercises a key theme to emerge was around maintenance of existing footways, footpaths and cycleways. Common issues include overgrown hedges, impassable and boggy paths during winter months and poor signage making it difficult to navigate.

POLICY 10 – Walking and Cycling Network

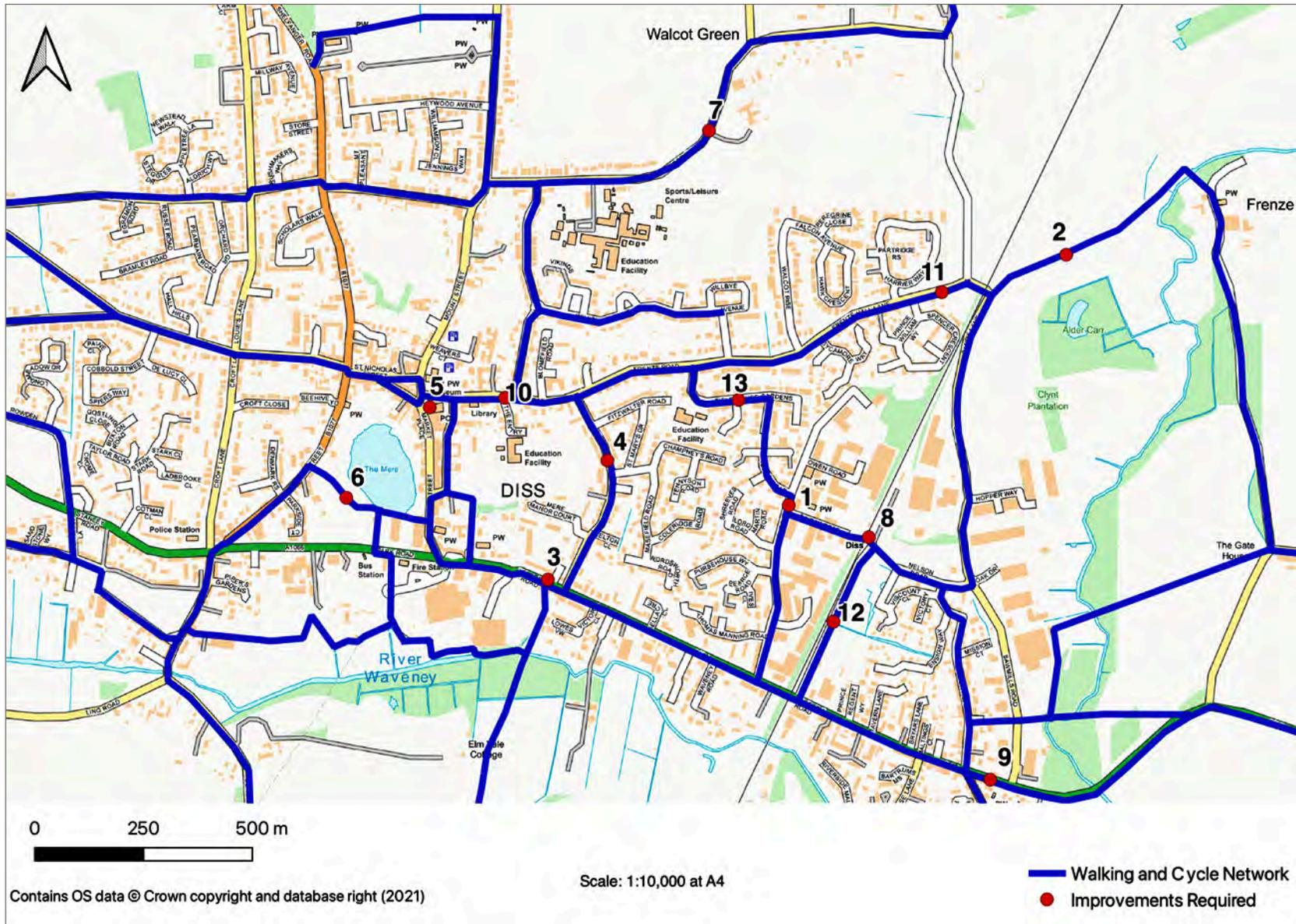
The Plan supports improvements to the network of walking and cycling infrastructure as identified in Maps 18 and 19.

New cycle infrastructure should be high-quality, safe and designed in accordance with latest government guidance, including Cycle Infrastructure Design (LTN 1/20) or future versions of the Design document.

The delivery of safe off-road walking/cycle routes as part of development proposals will be supported.

COMMUNITY ACTION 4 - Care of Walking and Cycle Routes

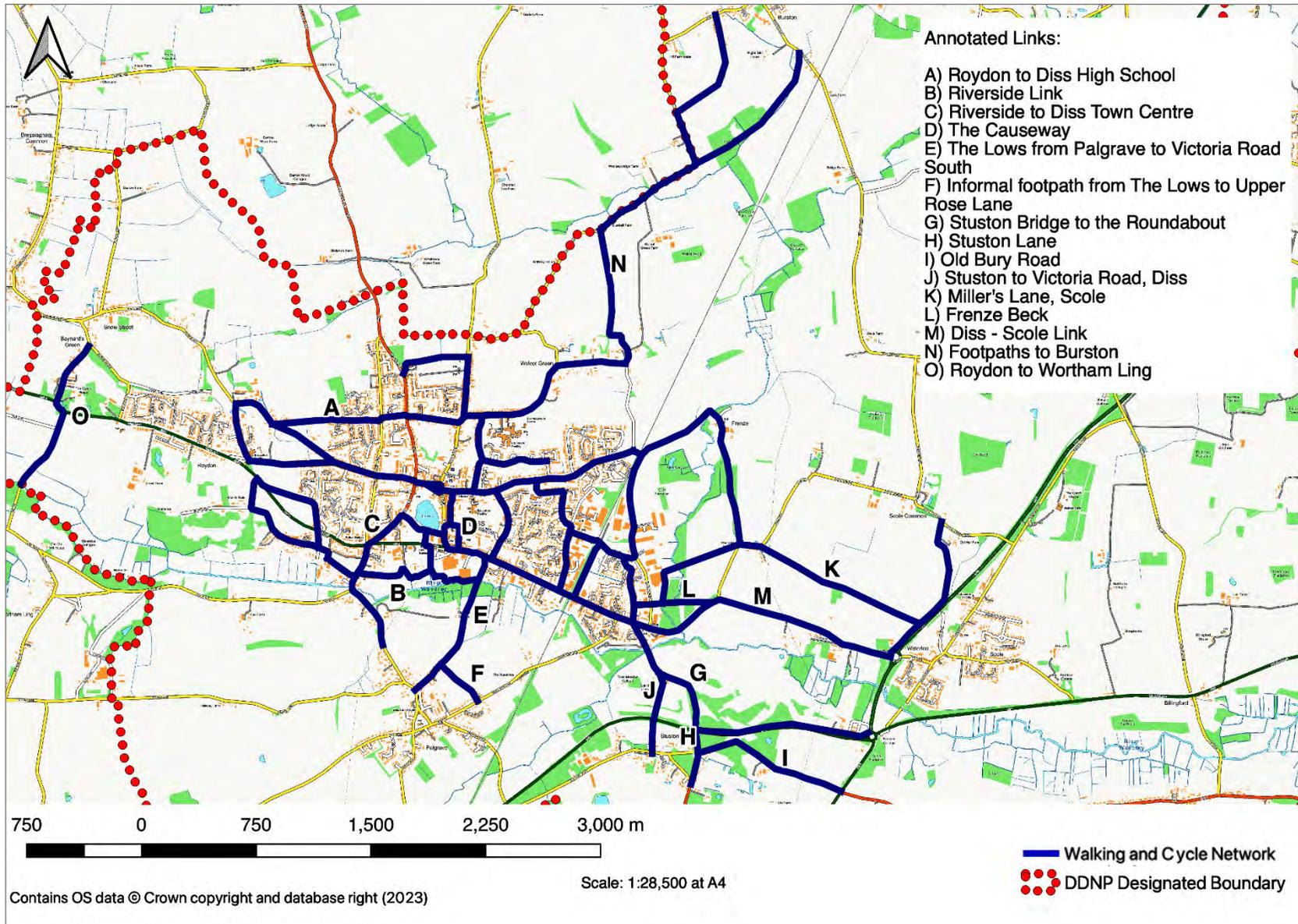
The Parish Councils will work with other agencies to ensure effective management of the walking and cycling network, in particular coordinating regularly cutting back vegetation where it infringes on the width of paths.



MAP 18 Walking and cycling network routes, and improvements, Diss [Key to numbers is on the following page]

1	A new crossing point (Toucan/Tiger Crossing) to improve access to the Railway Station at Vince's Road;
2	Improve the track from the railway bridge that runs past Frenze Hall and comes out at Diss Business Centre, to make it suitable for cyclists;
3	Continuation of the existing shared-use cycleway from Diss Leisure Centre to connect with the pedestrian crossing opposite Diss Methodist Church;
4	Improved cycle route from the junction of Skelton Road and Frenze Road, connecting with the A1066;
5	Improvements to wayfinding, general signage and cycle parking in Diss Town Centre;
6	Explore options for opening up the route to cyclists from Mere's Mouth, along Madgetts Walk and through the Park, to Denmark Street;
7	Create a new walking/cycling network linking to paths at Walcot Green;
8	New cycle parking and signage at the Railway Station;
9	Extend the shared-use cycleway from Sawmills Road to the junction of Mission Road with the A1066;
10	New on or off route cycle lane at the beginning of the junction with The Entry to Walcot Rise;
11	Extend the shared-use cycleway past Prince William Way until the junction of Frenze Hall Lane and Walcot Green;
12	New signage and advisory cycle route along Station Road to improve access to the Railway Station;
13	Widening the existing footpath and wayfinding signs at Field House Gardens

TABLE 4 *Detail of improvements needed on the network sections marked on Map 18*



MAP 19 Rural walking/cycling networks [Table 4 on the following page gives notes on the lettered elements of the network]

A	Roydon to Diss High School – A direct route from the main housing area of Roydon to Diss High School.
B	Riverside Link – New route with huge amenity potential to be delivered as part of allocation DDNP15.
C	Riverside to Diss Town Centre – Most of this is already in place – existing piece of riverside path (needs improvement for dual use) – Morrisons access road – the bottlebank link to Victoria Road – then widen short piece of pavement to existing A1066 crossing – then widen existing paths through the park to Mere’s Mouth.
D	The Causeway – An existing dual use path that links Victoria Road (north and south side extension) to the town centre. Needs upgrading and removal of barrier on cycleway.
E	The Lows from Palgrave to Victoria Road South – An existing dual use path that links Victoria Road (north and south side extension) to the town centre. Needs upgrading and removal of barrier on cycleway.
F	Informal Footpath from The Lows to Upper Rose Lane – To be registered as a footpath.
G	Stuston Bridge to the Roundabout – Considerable public support for a new footpath/cycleway.
H	Stuston Lane – Resident support for a footway, especially from School Lane to Rectory Lane to support community use of church.
I	Old Bury Road – A popular walking and cycling route. Improvements needed at the crossing point of the A140 to enable safe cycle crossing.
J	Stuston to Victoria Road, Diss – From Stuston village, crosses A143 to cottages by Golf Club. Unsatisfactory verge needs surfaced pavement from Golf Club to Stuston Bridge to enable safe approach to the town.
K	Miller’s Lane, Scole – Existing footpath (and rough cycleway) from Scole to Diss Business Centre.
L	Frenze Beck – Possible options for a new footpath via Frenze Beck to connect with either Millers Lane or alternative route to proposed F3.
M	Proposed Diss to Scole footway/cycleway along the A1066 – A new route to be created in the field alongside the A1066, very well supported to replace existing roadside path.
N	Footpaths to Burston – Possible options for a new footpath via Frenze Beck to connect with either Millers Lane or alternative route to proposed F3.
O	Roydon to Wortham Ling – The route between Hall Lane and Doit Lane is currently unsafe to use. There needs to be a footway/cycleway created on the south side of the A1066 (possibly across the corner of the field) to connect the two roads. A reduction in the speed limit on the A1066 from 50 mph to 30 mph is needed here.

TABLE 5 *Notes, including required improvements to parts of the rural walking/cycling networks indicated on Map 19*

7.5 DISS LEISURE CENTRE

- 271 The current Diss Leisure Centre on the A1066 Victoria Road dates back to the old open-air swimming lido. It was taken over by SNC in 1974 and a roof added to the pool in the 1980s. It remains predominantly a wet-facilities centre today. The size of the site has constrained the expansion of other facilities, and although located near to Diss town centre, limited parking has affected its usage.
- 272 The *Greater Norwich Indoor Sports Facilities Strategy* (2014)¹⁹ identifies that to meet the demand and requirements of the sports users, improvements are needed to current leisure provision in the Diss area. This includes provision of a four-court sports hall and artificial grass pitch. The last major investment in the leisure centre was around five years ago, with modest investment made more recently to improve the changing rooms.
- 273 South Norfolk Council has recently indicated that it will be refurbishing the existing Leisure Centre site and will look at other sites in the town to deliver additional leisure services. This policy concentrates on the potential delivery of those services on other sites.
- 274 The NPPF requires that *Local Plans* define a list of the main uses suitable for town centre location – the ‘main town centre uses’. These are defined as including: leisure and entertainment facilities, and the more intensive sport and recreation uses such as health and fitness centres.
- 275 The JCS provides for the major expansion of town centre uses in or adjacent to the town centre and the strengthening of the town centre’s smaller scale non-food and leisure provisions. Policy DM 2.4 (Location of the ‘main town centre uses’) in the SNLP supports the delivery of new leisure facilities in, or with good sustainable access to, town centres. Diss town centre is defined on the policies map in the SNLP.
- 276 A key objective of the DDNP is to maintain and improve the vitality of the town centre. The attractiveness and vitality of town centres depends on the mix of uses within them, and leisure is a key one. The DDNP therefore strongly supports the delivery of additional leisure facilities in or with good access to the town centre.
- 277 Earlier consultation suggested that the main considerations for local people were avoiding land protected for nature conservation, preferably using brownfield land, ample parking and with good access for people wanting to walk or cycle. The first two of these are perhaps already covered by national and local policy.
- 278 Policy 11 on the following page sets out a general approach to the delivery of additional leisure facilities. Diss Town Council will work with South Norfolk Council to assess possible sites within the context of the overall strategy set by this Plan.

¹⁹ [Greater Norwich Indoor Sports Facilities Strategy](#) (2014)

POLICY 11 – Diss Leisure Centre

Proposals for the delivery of an additional leisure facility in Diss will be supported, subject to the following criteria:

- a) **It would provide good access for people choosing to walk or cycle; and**
 - b) **It would accommodate the vehicle parking needs for the floorspace and activities proposed.**
-

7.6 DIGITAL

- 279 The NPPF sets out that advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing, and that planning policies and decisions should support the expansion of electronic communications networks, including full fibre broadband connections. Plans should also prioritise full fibre connections to existing and new developments.
- 280 The *Evidence Base* shows that a relatively high proportion of people work from home, so could be more likely to use local services or those in neighbouring communities, and rely on good technological infrastructure. The number of people working from home, at least some of the time, is likely to increase, with this perhaps accelerating following the Coronavirus pandemic. Improved Broadband will support people working from home as well as reduce the need to travel.
- 281 Consultations found considerable support for more investment in technology such as Broadband, and 85% of people in the earlier consultations supported improved Broadband speeds as part of new developments.
- 282 Independent of planning matters, there are other projects aiming to improve broadband. Better Broadband for Norfolk and Suffolk are multi-million-pound partnerships, transforming broadband speeds across the county by installing high-speed fibre optic networks. It is funded through Norfolk County Council, British Telecom and the Department of Culture, Media and Sport via Broadband Delivery UK. There is also additional support from the New Anglia Local Enterprise Partnership and five of Norfolk's district councils. Locally, Parish Councils are also involved in Broadband for the Rural North (B4RN), with this recently installed in Burston Shimpling.

POLICY 12 – Broadband

Development proposals should incorporate broadband infrastructure. Major residential developments and all employment developments should provide fibre-to-the-premises for high connection speeds. For smaller schemes, fibre-to-the-premises should be provided where practicable. Where this is not practicable, the provision of broadband speeds of more than 24Mbps should be delivered.

7.7 FUNDING OF INFRASTRUCTURE

- 283 The growth in housing that the DDNP will help to deliver over the coming years will trigger the need for infrastructure because of capacity issues, such as highway junction improvements to tackle congestion. It will also trigger the need for infrastructure to make the Plan more sustainable, such as green spaces and habitat improvements.
- 284 Some infrastructure improvements will be directly linked to particular site allocations, and it is likely that the development will need to provide that infrastructure. Such improvements are included in the site allocation policies.
- 285 Other infrastructure improvements will be more strategic and linked to the growth considered overall, so not site specific. Mostly, this will be the responsibility of the Local Planning Authorities (LPA) rather than the DDNP, and the funding will come from a whole range of sources, including CIL. Local authorities, the health service and utilities bodies all have access to other funding sources for strategic infrastructure, and it is often a competitive process as to how the funding is allocated.

POLICY 13 – Funding and Delivery of Infrastructure

Major development proposals should demonstrate the way in which they can be satisfactorily accommodated within the capacity of existing infrastructure or that they provide or contribute towards the enhancement of the relevant infrastructure. Development proposals that would have an unacceptable impact on the capacity or the effective operation of existing infrastructure will not be supported.

- 286 The 25% of Community Infrastructure Levy that will come to the parishes (including Diss Town) involved in the DDNP (once the plan is adopted or 'made') can be used to fund local infrastructure projects. This does not exclude contributing to the delivery of strategic infrastructure, if that is a priority of the community. Neighbourhood plans have a key role in setting out project action plans for use of local CIL funding. Furthermore, project funding bids (whether for local or strategic infrastructure) are greatly enhanced by evidence of community support.
- 287 Funding from the CIL provided to Diss Town Council and the other parish councils will, where appropriate, be used on projects that either support and make the overall level of planned growth in the Plan more sustainable, or that are otherwise identified as community priorities. This will include, but is not limited to, the following matters:
- further developing the Green Corridors including habitat enhancement;
 - the delivery of a new leisure centre for Diss;
 - the regeneration of the Waveney Quarter, south of Park Road in Diss;
 - the development of priority projects on the walking and cycling network; and
 - the implantation of traffic calming in the villages.'
- 288 With regard to Policy 13, major development, such as that of ten dwellings or more, will be expected to submit a narrative with the planning application that sets out the impact

on infrastructure, including any capacity constraints, and how any unacceptable impacts will be mitigated. This can be included within the Planning Statement or as a separate report or a series of separate reports. Evidence should be used, proportionate to the scale of the proposal. For this purpose infrastructure includes, but is not restricted to, sewage disposal and highways.

- 289 In some cases, the growth proposed, either overall or on a particular site, will not be possible without improvements in infrastructure, particularly utility provision, and development may therefore need to be delayed until improvements are made.



7.8 RENEWAL OF DISS TOWN CENTRE



FIGURE 4 *Diss town centre is very popular, especially for shopping. However, retail has been undergoing change for some time and the progression of internet shopping, accelerated by the Covid-19 restrictions, risks more empty shops.*

- 290 Diss has a wide selection of shops ranging from small local businesses to large superstores, meaning it not only serves its residents but the surrounding rural catchment. The town centre has a mixture of attractions including Georgian and Edwardian buildings, a public park, the Mere, auction rooms, the Diss Corn Hall arts venue, and a marketplace with a regular Friday market.
- 291 The 2019 *Norfolk Market Town Centre Report*²⁰ found that Diss has 160 town centre retail and business units. Most town centre units are comparison retailers, which include clothing and charity shops. Vacant units have reduced in the town centre by 7 units since 2018; in 2019, 4 vacant units were recorded. This of course does not take into account the impact of the Coronavirus pandemic, the full impact of which is yet to be determined.
- 292 There is an attractive historic town centre within an extensive Conservation Area, that extends to Sunnyside at the north and Park Road to the south. The historic core of Diss is formed by the Market Place, Market Hill, and St Nicholas Street and the town includes an exceptional concentration of listed buildings. A number of open spaces are located within the heart of the town, including the Mere and adjacent park, as well as private open land that contributes significantly to the character of the town.

²⁰ [Norfolk Market Town Centre Report](#) (2019)

- 293 The area to the south of Park Road, along the River Waveney, is currently underused and there is significant potential to regenerate this area, making it a focal point for leisure and recreation, improving links between the town centre and the attractive Waveney Valley. (See Policy 2: Regeneration of the Waveney Quarter).
- 294 Diss town centre is very popular, especially for shopping. However, retail has been undergoing change for some time and the progression of internet shopping, accelerated by the Covid-19 restrictions, risks more empty shops. Policies DM2.4 and 2.5 in the 2016 SNLP cover support for town centres and controlling and managing any change of use. There are also policies in the NPPF on enhancing town centres. Furthermore, many changes of use are either not considered to be development or are allowed by permitted development rights.
- 295 A recent study²¹ for the emerging *Greater Norwich Local Plan* (GNLP) indicated that there was a need for more convenience retail within Diss town centre. There are currently three supermarkets within Diss: Aldi in the town centre and Morrisons and Tesco on the edge of the town.



FIGURE 5 The DDNP includes a policy designed to make the town centre more pedestrian friendly

- 296 Whilst town centre uses are covered by overarching local and national planning policies, the DDNP needs to support the vitality of the town centre in other ways. This includes managing road congestion caused by the planned growth. Road traffic congestion is an issue within Diss town centre and on the A1066; this could be exacerbated through housing development. Not all of this can be mitigated through highway improvements and so care is needed when deciding where growth goes and the scale of growth. The evidence seems to suggest that the Morrisons junction is over-capacity at the moment and will get worse with the planned growth and would require layout modification to improve its reliability and reduce the queuing (see Policy 9: Road traffic improvements).

²¹ [Greater Norwich Town Centres and Retail Study Update](#) (December 2020)

- 297 Diss is a fairly compact market town meaning that its town centre is easily accessible by walking or cycling. The DDNP includes a walking and cycling network to help people get around and to the town centre without using a car (see Policy 10: Walking and Cycling Network).
- 298 Protecting town centre Local Green Space (see Policy 15) and Non-Designated Heritage Assets (see Policy 17) will also be important, as will supporting the Heritage Triangle.
- 299 The DDNP *Evidence Base* indicates that collisions involving pedestrians are concentrated mostly in the centre of the town. This concentration of collisions is consistent with there being a larger concentration of pedestrians in the area. If the DDNP is successful in encouraging more people to use and visit the town centre, and in particular to walk or cycle, it will be necessary to improve the walking and cycling environment, including making it safer and with less traffic conflict. It has therefore been decided that the DDNP will have a policy on making the town centre more pedestrian friendly.
- 300 This policy was put to local people in the earlier consultations. A majority of respondents (53%) were in favour of this (or 60% of those expressing a preference²²), whilst 40% were against. This is perhaps not a clear-cut matter and will require close working with the community and businesses as well as key stakeholders such as the Local Highway Authority.



FIGURE 6 *The value of amenity green space to a community's well-being is well known. Diss Park, between the south-west bank of the Mere and Park Road, is a well used feature of the central part of the town*

²² Excluding those with no opinion

COMMUNITY ACTION 5 - Town Centre Action Plan

The town council will lead on the development of an area action plan for the town centre with the aim of making it more pedestrian friendly and promoting its vitality. The Town Council's Strategy Plan includes a variety of objectives in line with this, for example improving cleanliness of the streets, improving the water quality of the Mere, attracting more footfall to the town centre by increasing market activity.



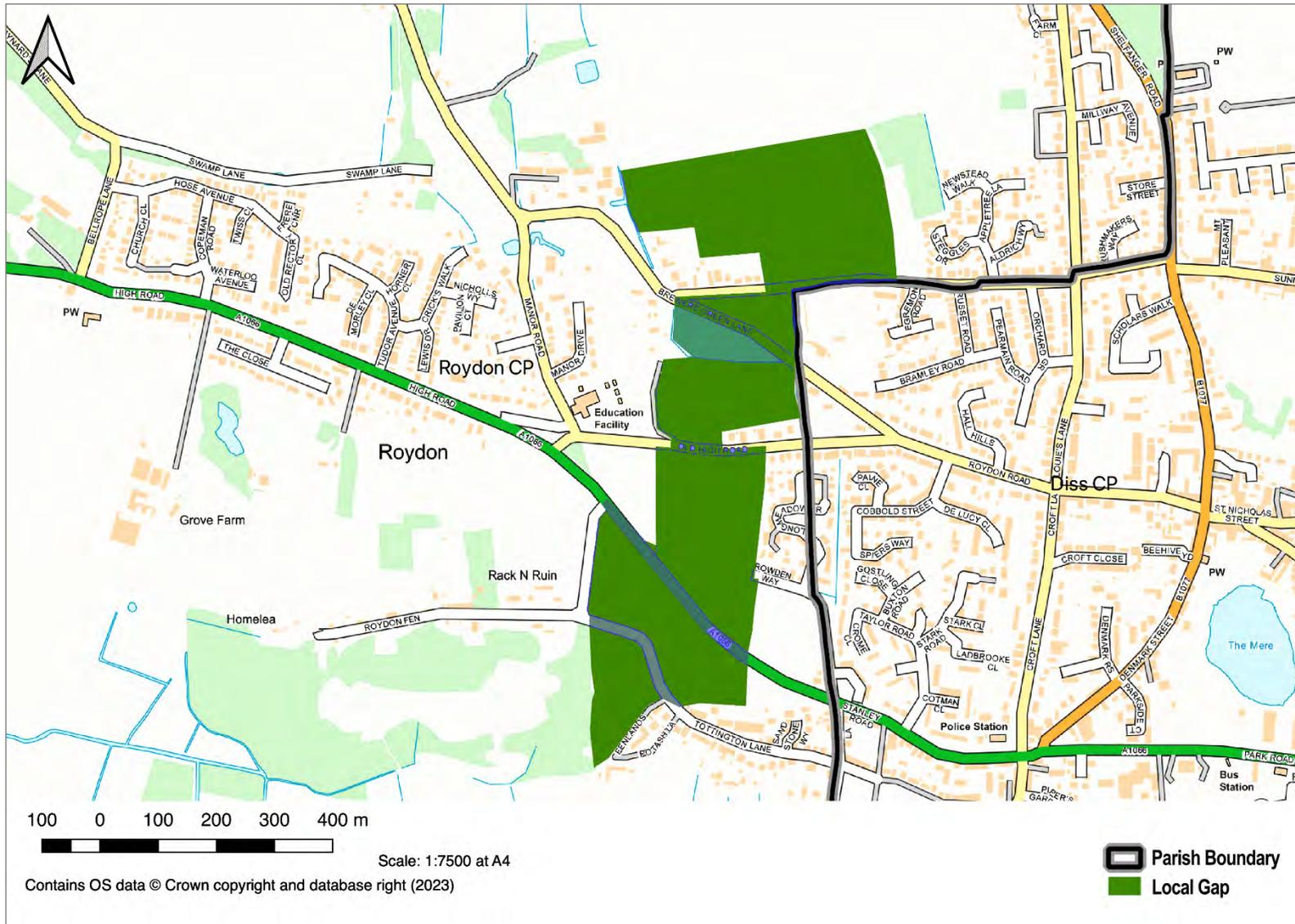
8 PROTECTION POLICY - PREVENTING COALESCENCE

THE GAP BETWEEN DISS AND ROYDON

- 301 Retaining the local identity of the different communities in the DDNP area is important.
- 302 Over the last few years, the gap between the village of Roydon and the built-up area of Diss (which includes part of Roydon parish) has narrowed, mainly due to the expansion of Diss. If this continues in the long term the boundaries will become increasingly blurred and there may be continuous development from Diss into the main village centre of Roydon.
- 303 This is something that local residents would like to avoid. During consultation (1) on issues and options for the Plan, 80% of people who responded to the survey indicated that they strongly agreed that it was important to protect the gap so as to:
- Protect the setting and separate identity of each;
 - Retain the openness and character of the land between the two places.
- 304 Many comments were received about the importance of retaining the gap:
- “I agree that it is essential to have protected open areas for the recreational, physical and emotional benefits to the residents of both areas. The suggested protected areas are well chosen and are a valued source of nature and wildlife that is so important to physical and mental wellbeing.”
 - “Open countryside is needed as a buffer to provide green lungs for local residents, to enhance the landscape, to safeguard space between different communities and protect the settings of village and town.”
- 305 There is also very strong feeling from residents of Roydon that the parish should be kept whole, despite some properties abutting the built-up area of Diss. Many residents living adjacent to Diss continue to have a strong ‘Roydon’ identity.
- 306 The designation of a strategic gap between Diss and Roydon will not prevent future development needs from being met. The *Site Options and Assessment* (SOA) report that accompanies the DDNP highlights the level of interest in future development from local landowners. Of those sites assessed, whilst some fall within the designated gap, many do not.

POLICY 14 – Local Gap between Diss and Roydon

The area of separation identified in Map 20 between the built-up areas of Diss and Roydon village will be retained. Development proposals that would unacceptably detract from the open character of the Local Gap or reduce the separation between Diss and Roydon will not be supported.



Map 20 The designated Local Gap separating allocated and presently developed areas of Diss and Roydon

9 PROTECTION POLICY - LOCAL GREEN SPACE



FIGURE 7 *Roydon's Snow Street allotments, a highly valued asset in the community*

307 The *National Planning Policy Framework (NPPF)* sets out that areas of land that are demonstrably special to the local community may be protected against development through designation as Local Green Space (LGS). These are often found within the built-up area and contribute to the character of a settlement. They can vary in size, shape, location, ownership and use.

308 The designation should only be used where:

- The green space is reasonably close to the community it serves;
- The green space is demonstrably special to the community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife;
- The green space concerned is local in character and is not an extensive tract of land.

309 A robust process has been followed to determine which green spaces across the DDNP area should be designated. A working group of residents from each parish was used to identify potential sites for designation. These were then mapped, visited and evidence gathered as to their current use, history, importance locally and special qualities.

310 Potential sites were reviewed to determine if, at a glance, they met the national criteria, with all those that did or may do put to consultation. Residents were asked to what extent they agreed that the green spaces put forward in their community were special to them, and if they had any specific comments as to why they are special. A benchmark of 80% of residents agreeing or strongly agreeing that the spaces were special to them was used as a guide to determine which of those consulted upon should be designated.

311 Any landowners affected by LGS designation were specifically contacted to make them aware of the potential implications and given the opportunity to provide their views. Though LGS can be designated without the express consent of the landowner, their views

were considered through this process, and are captured in the *Consultation Statement*. Nor is it necessary for LGS to be publicly accessible or in public ownership.

- 312 The DDNP designates 50 LGSs across the Plan area, these are identified in Maps 21-27. They are important not only for the wildlife they support, but provide significant quality of life benefits to residents, for example through encouraging recreation.
- 313 Many of these contribute to the distinctiveness of their local community, making it an attractive place to live. Support for the designation each of the LGSs can be found in the *Local Green Space Assessment Report* on the DDNP website. Justification for the scope and content of Policy 15 is given in Appendix B.

POLICY 15 – Local Green Space

The areas shown in Maps 21 to 27 are designated as Local Green Space for special protection. These will be protected from inappropriate development in accordance with Green Belt Policy, except for the following deviations:

New buildings are inappropriate development, with the only exceptions to this:

- a) Buildings for forestry or agriculture where the Local Green Space is used for commercial woodland or farmland;**
- b) The provision of appropriate facilities in connection with the existing use of land where the facilities preserve the openness of the Local Green Space and do not conflict with the reasons for designation that make it special to the community, such as for recreation or ecology;**
- c) The extension or alteration of a building if it does not impact on the openness or the reasons for designation that make Local Green Space special to the community; or**
- d) The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces.**

Other appropriate development includes:

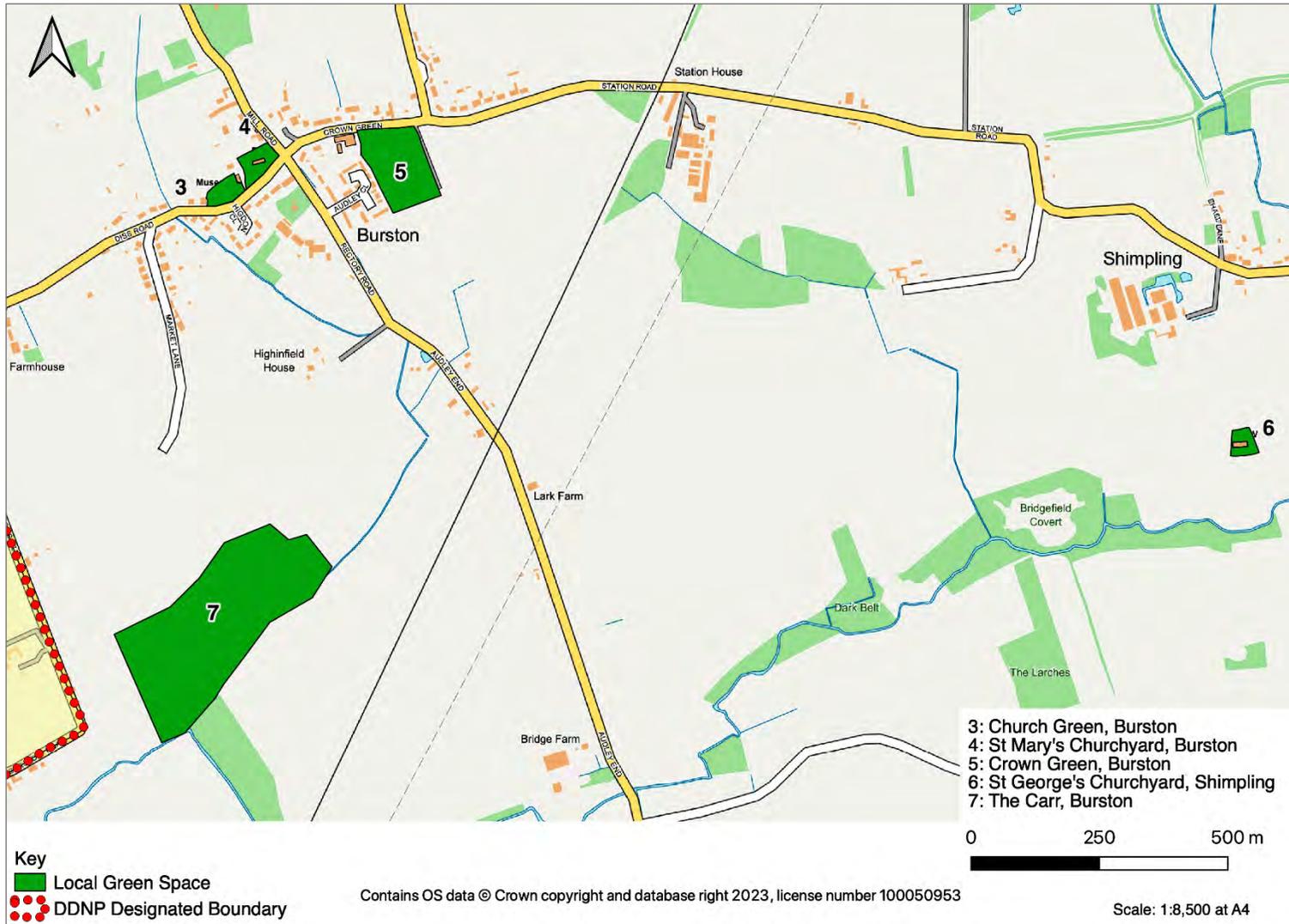
- e) Engineering operations that are temporary, small-scale and result in full restoration;**
 - f) The re-use of buildings provided that the buildings are of permanent and substantial construction; or**
 - g) Material changes in the use of land where it would not undermine the reasons for designation that make it special to the community.**
-

BROME & OAKLEY LGSS



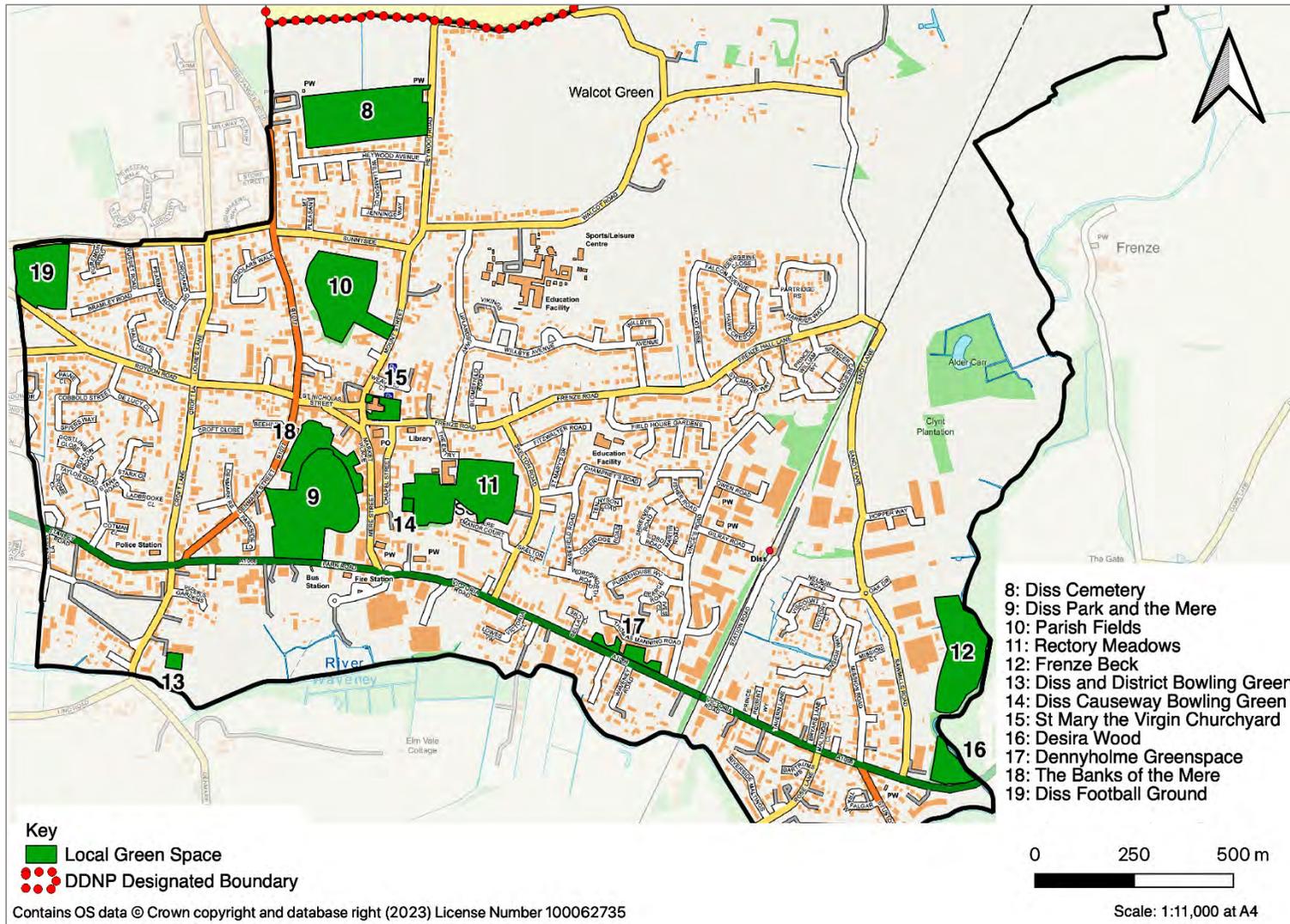
MAP 21 Designated Local Green Space in Brome & Oakley

BURSTON & SHIMPLING LGSS



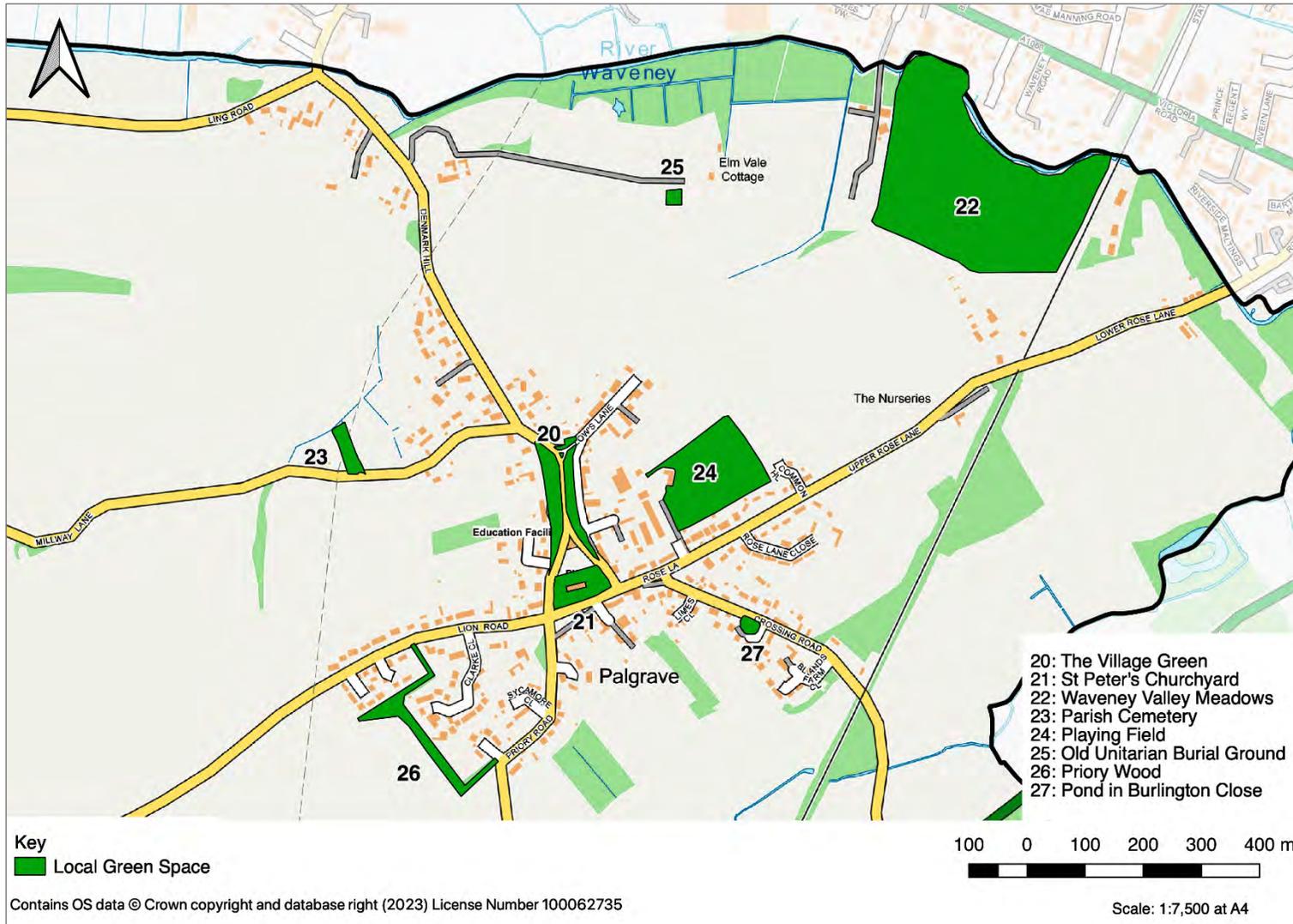
MAP 22 Designated Local Green Space in Burston & Shimpling

Diss LGSS



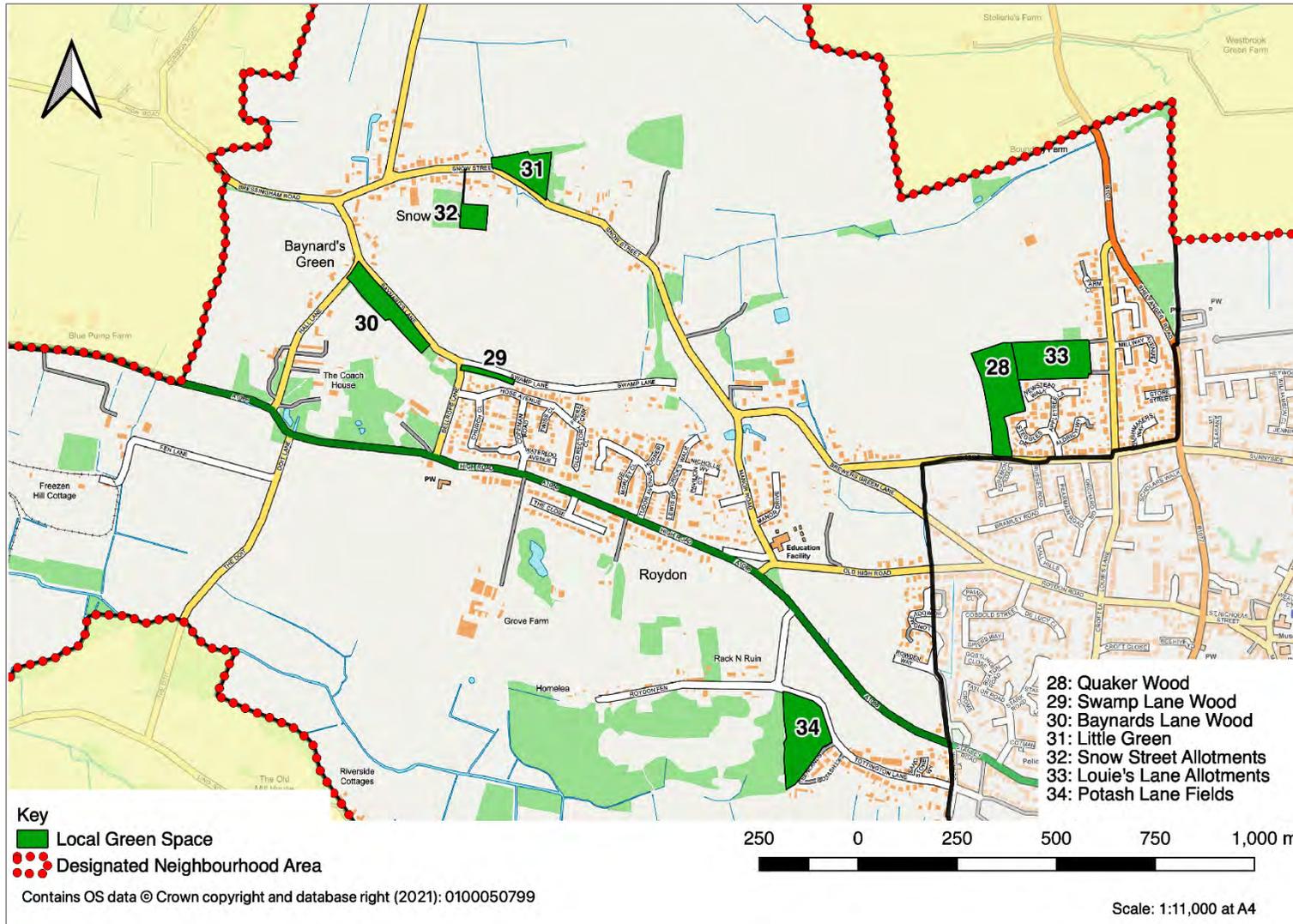
MAP 23 Designated Local Green Space in Diss

PALGRAVE LGSS



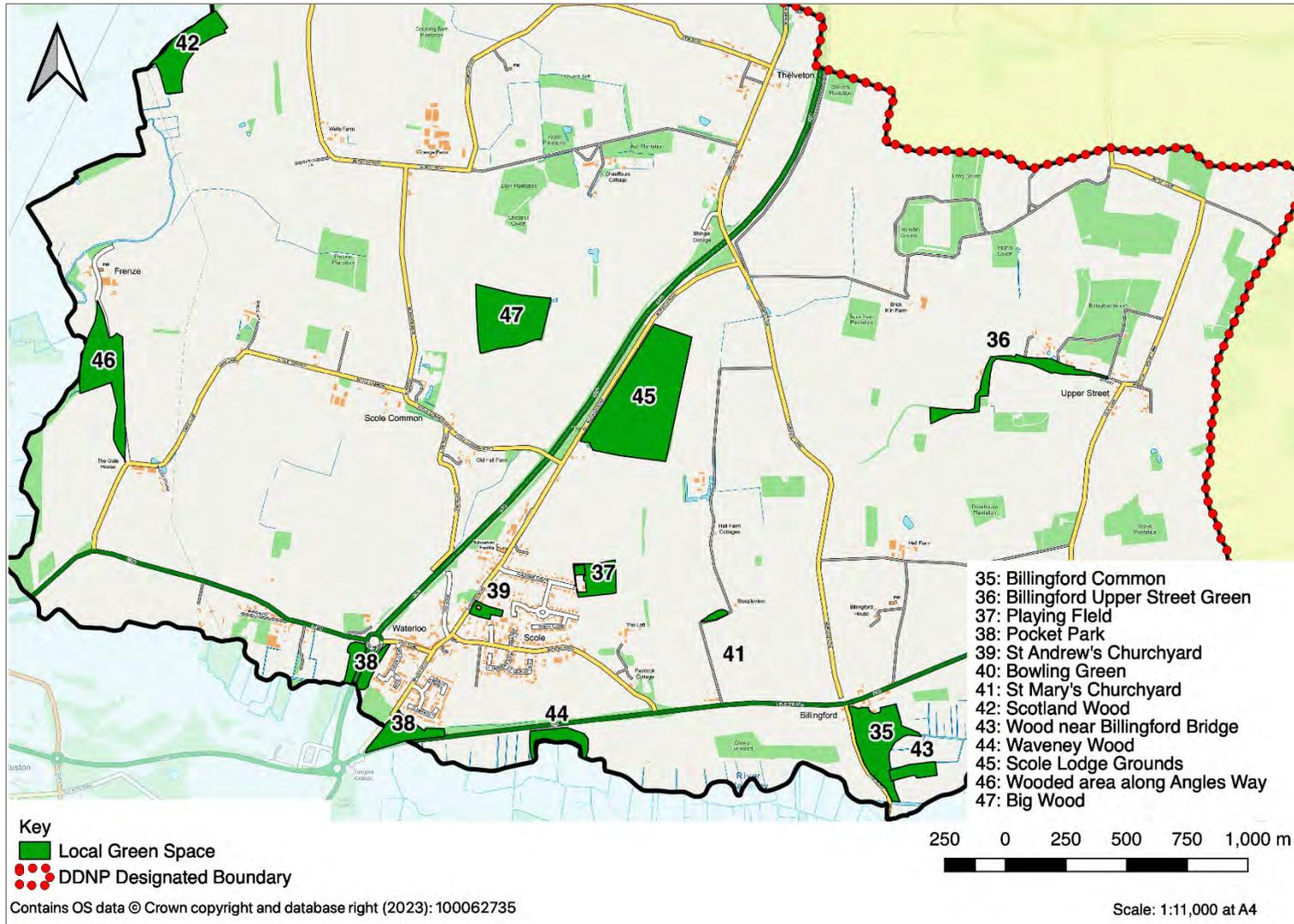
MAP 24 Designated Local Green Space in Palgrave

ROYDON LGSS



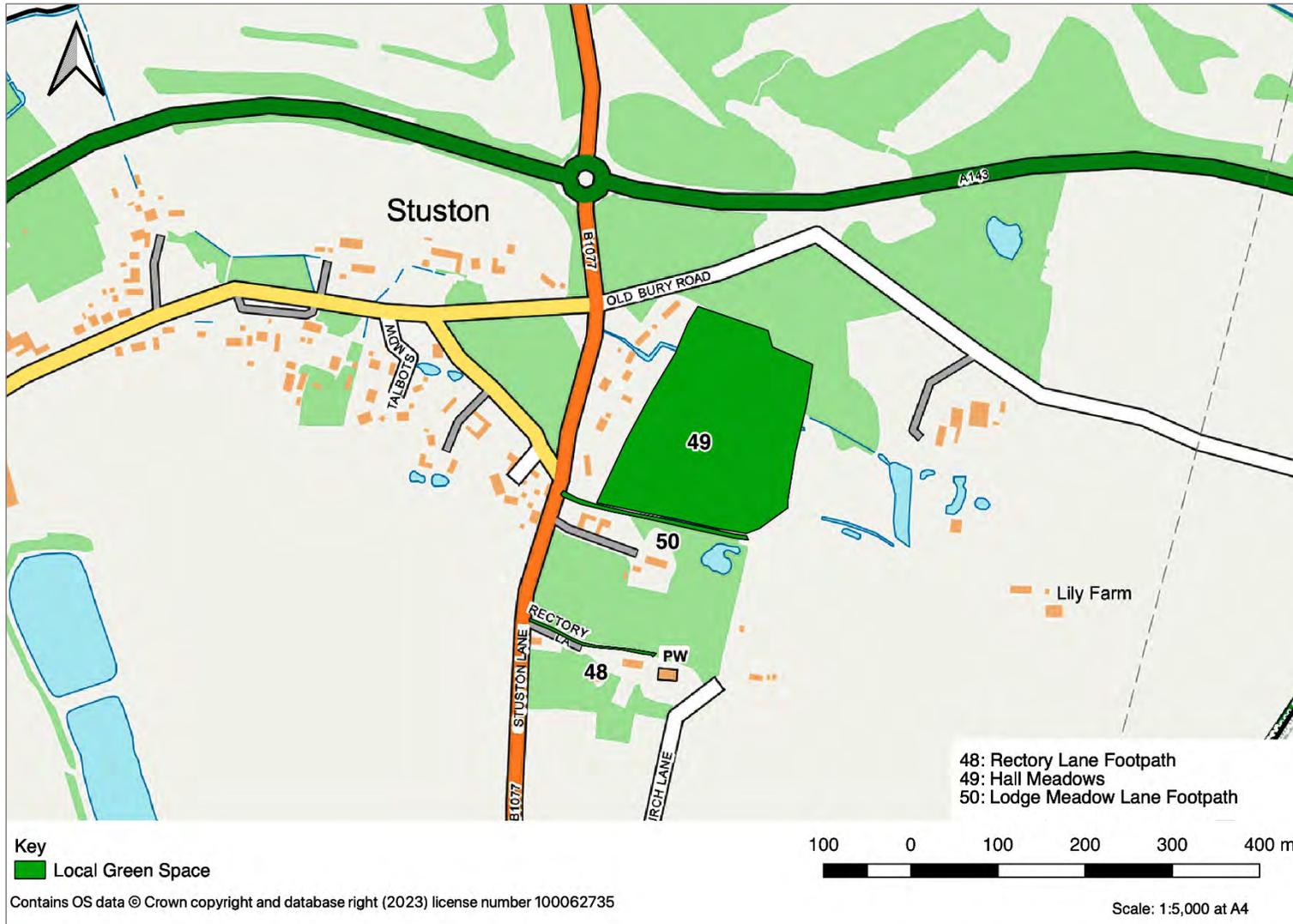
MAP 25 Designated Local Green Space in Roydon

SCOLE LGSS



MAP 26 Designated Local Green Space in Scole

STUSTON LGS



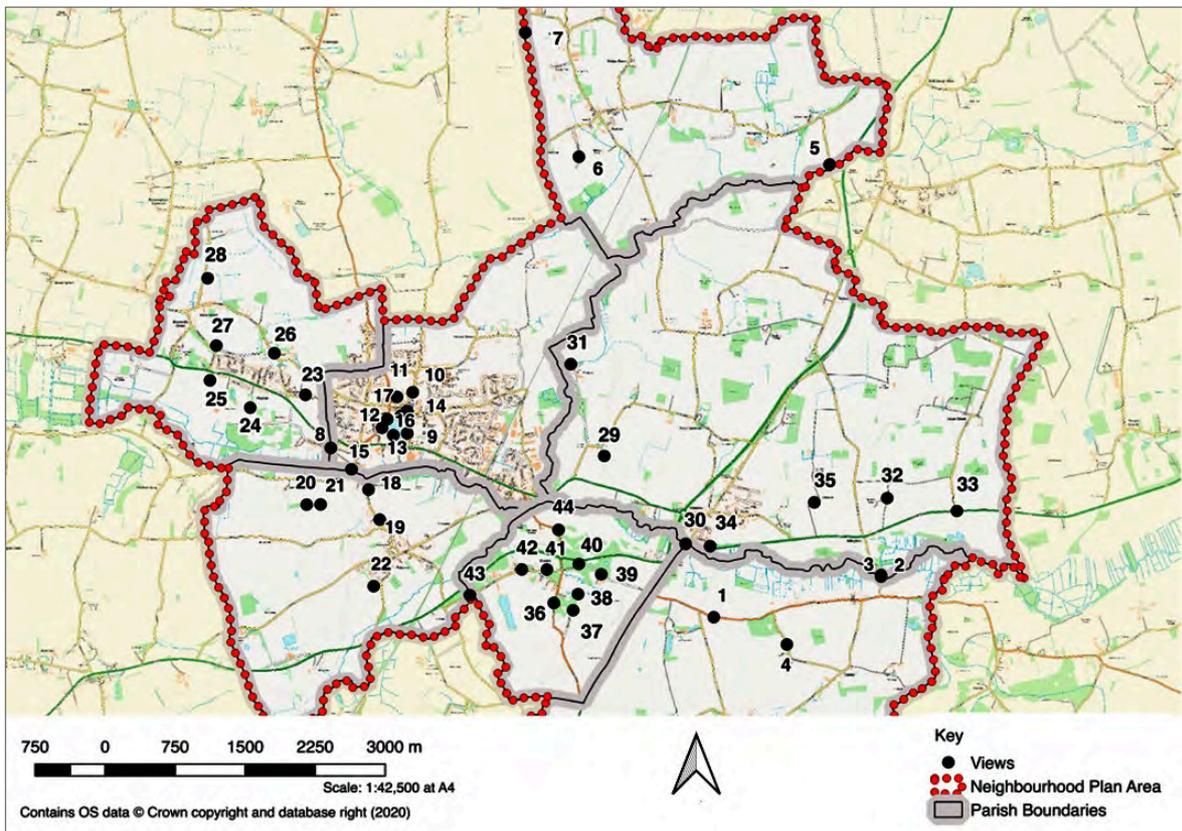
MAP 27 Designated Local Green Space in Stuston

10 PROTECTION POLICY - KEY VIEWS



FIGURE 8 A view from Market Lane in Burston, one of 44 views valued by the local community

- 314 The NPPF indicates that planning policies and decisions should protect and enhance valued landscapes, recognising the intrinsic character and beauty of the countryside. There are some specific views and vistas within the DDNP area that are of particular importance to the local community.
- 315 A working group of residents from each parish identified specific views they felt were important. Wider opinions from the local community were sought as part of the 'Issues and Options' consultation in July/August 2020. Suggestions for other important local views were also sought as part of the consultation. These were reviewed by the working groups and subject to additional community consultation. Some of the key views identified by residents in Diss are within the Conservation Area. It is noted that these will already have some protection.
- 316 Overall, the DDNP seeks to protect 44 public views for future enjoyment. The intention is not to stop development within these views, but to ensure that their distinct character is retained. Within the views afforded protection through Policy 16, development that is overly intrusive or prominent will not be supported locally. Any proposals within these views will need to demonstrate that they are sited, designed and of a scale that does not significantly harm them.
- 317 Supporting evidence, including illustrations, for all the views are given in the *Key Views Assessment Report* on the DDNP website.

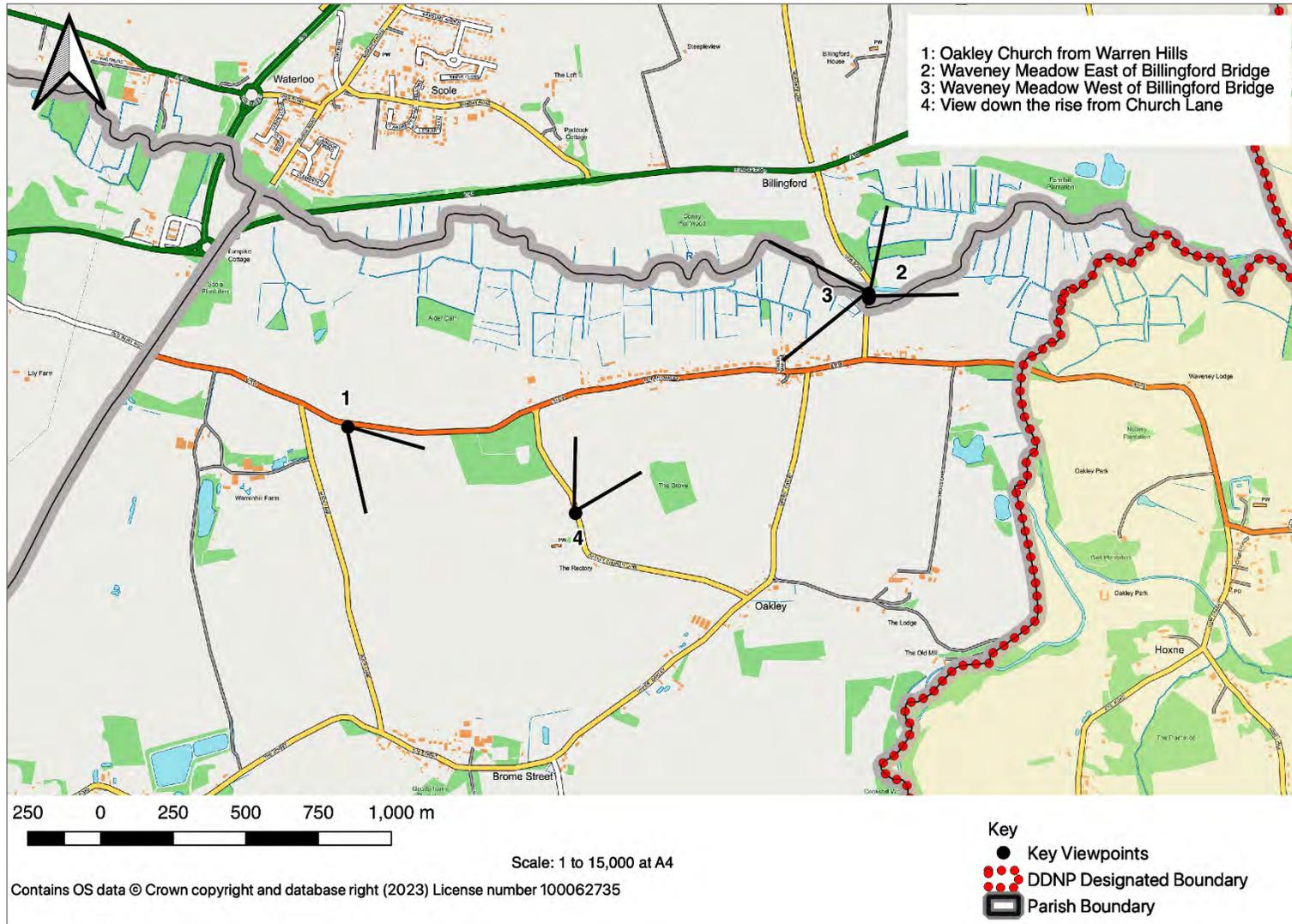


MAP 28 Key Views in the DDNP area

POLICY 16 - Protection of Key Views

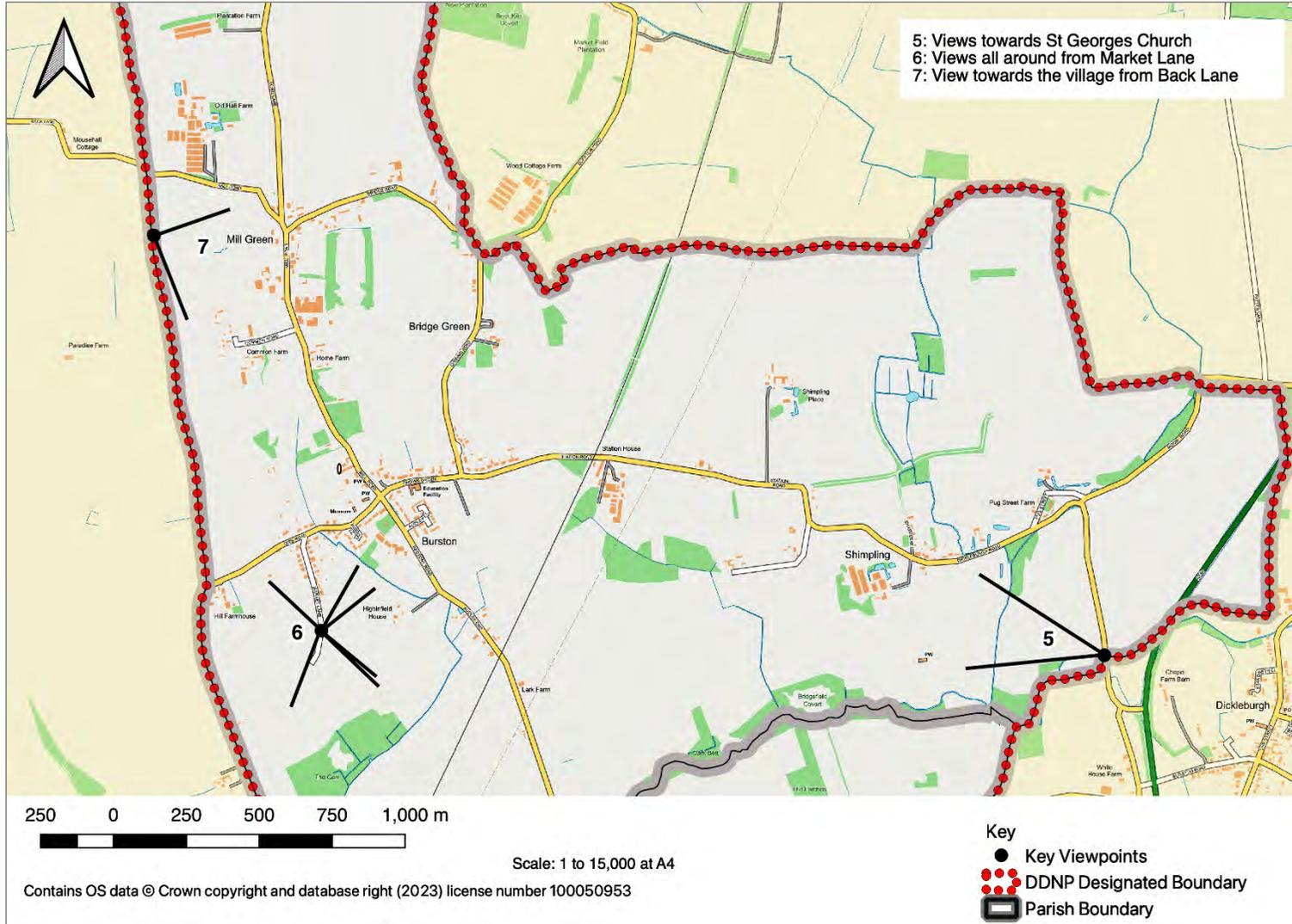
The views identified in Maps 29 to 35 and described in the DDNP Key Views Assessment Report are important public local views in the Diss and District area.

Development proposals should demonstrate that they are sited and designed to be of a form and scale that avoids or mitigates unacceptable harm to the identified key views. Development proposals that would unacceptably harm the identified key views will not be supported.



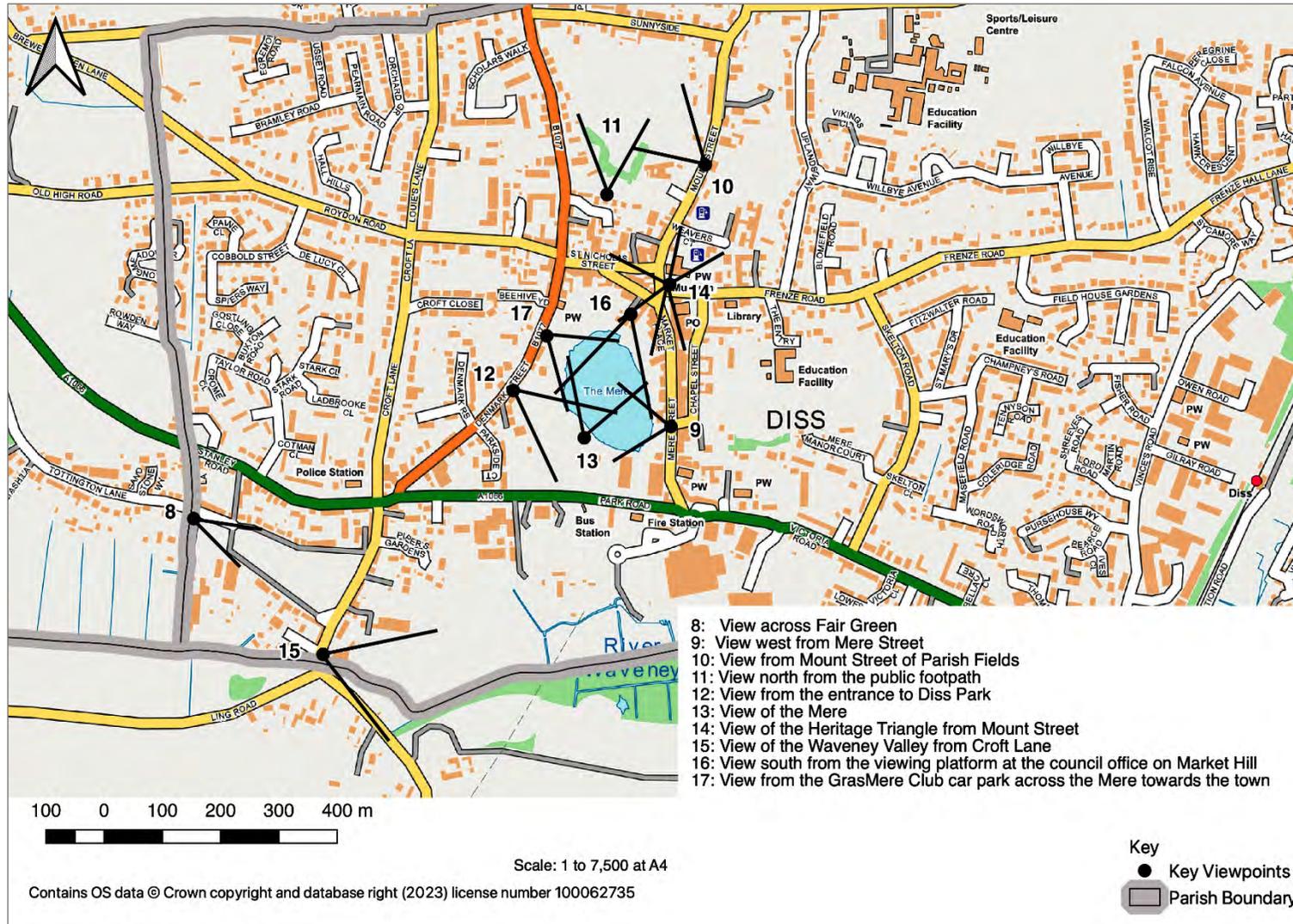
MAP 29 Key views in Brome & Oakley

BURSTON & SHIMPLING KVs



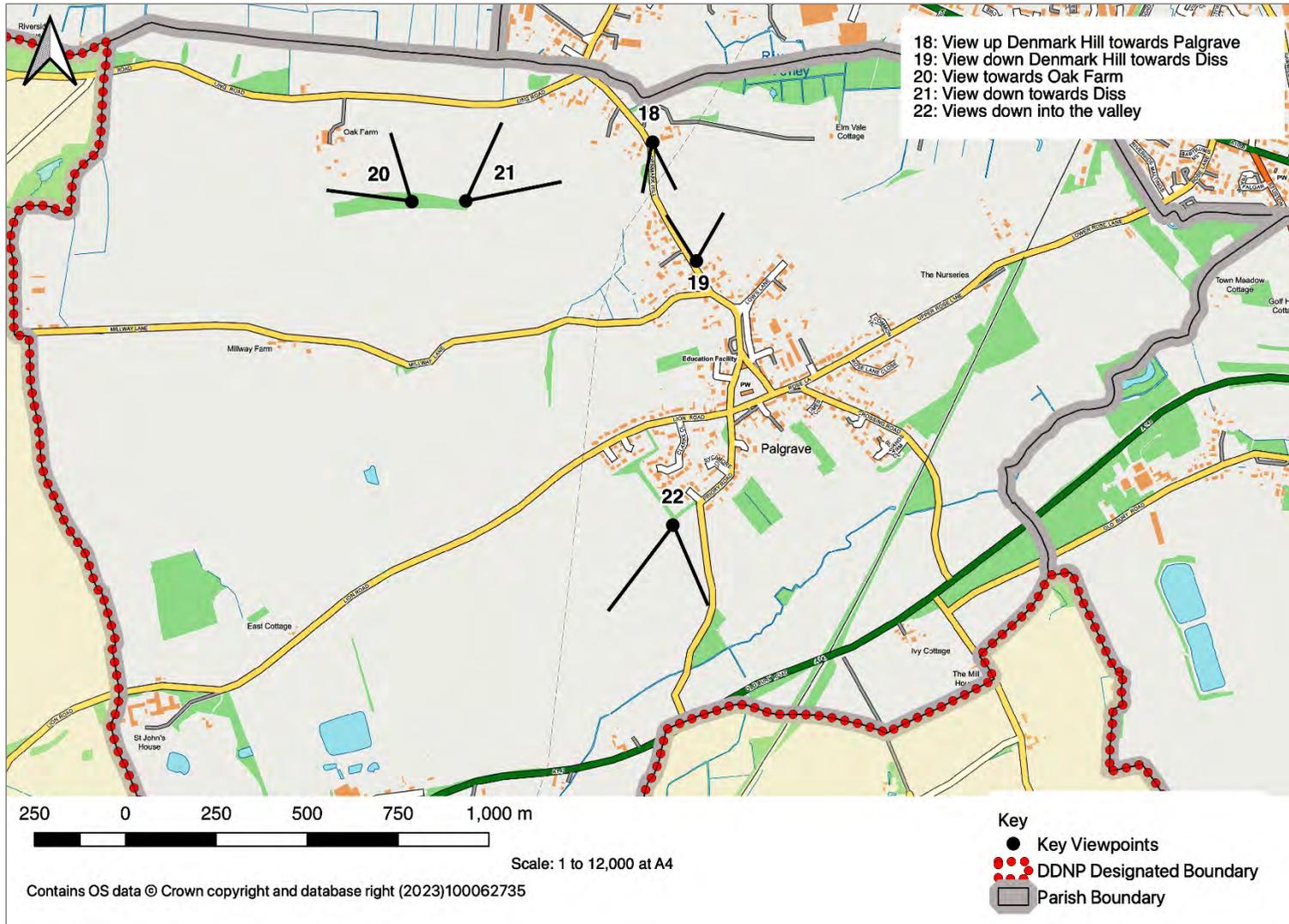
MAP 30 Key views in Burston & Shimpling

Diss KVs



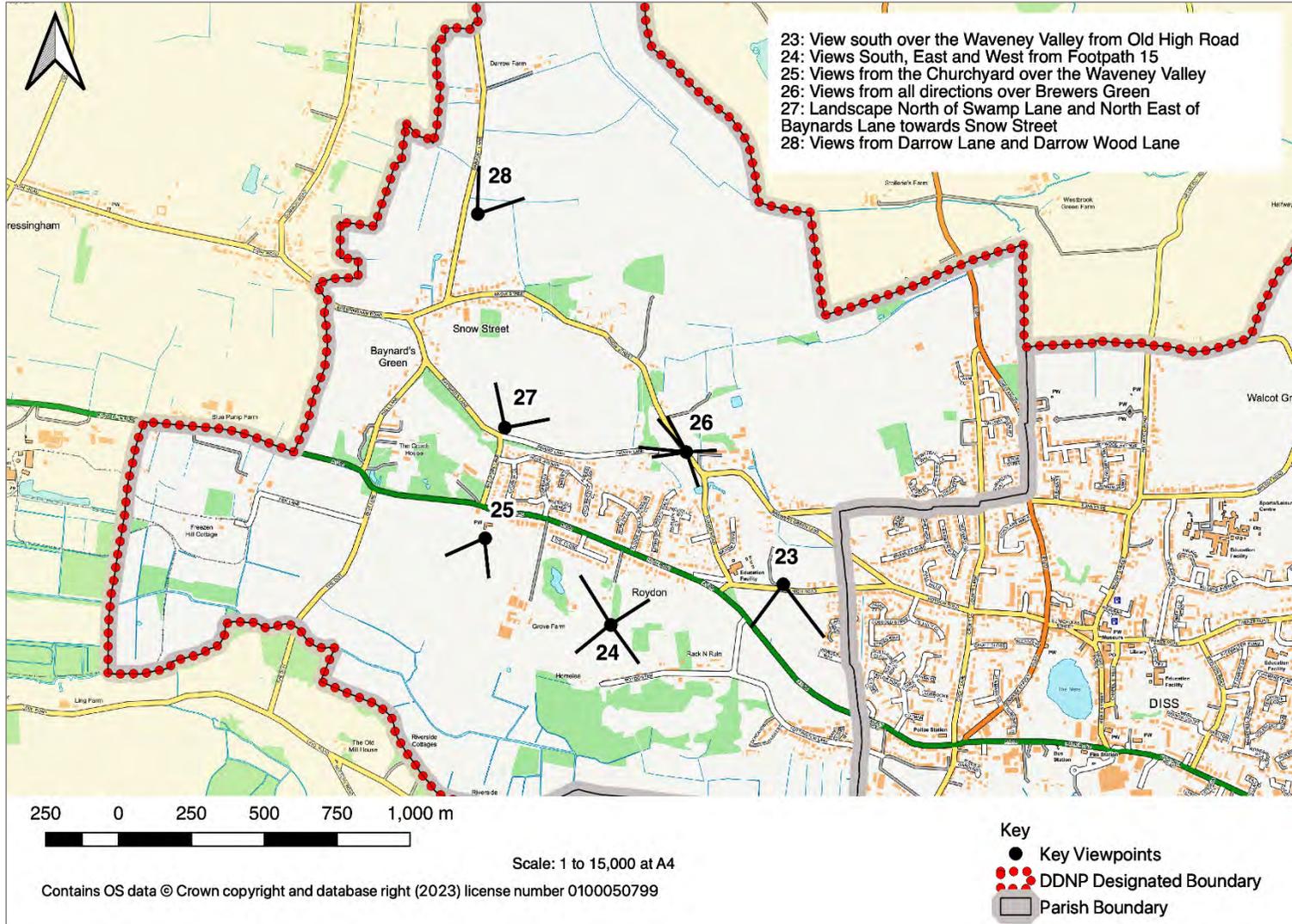
Map 31 Key views in Diss

PALGRAVE KVs



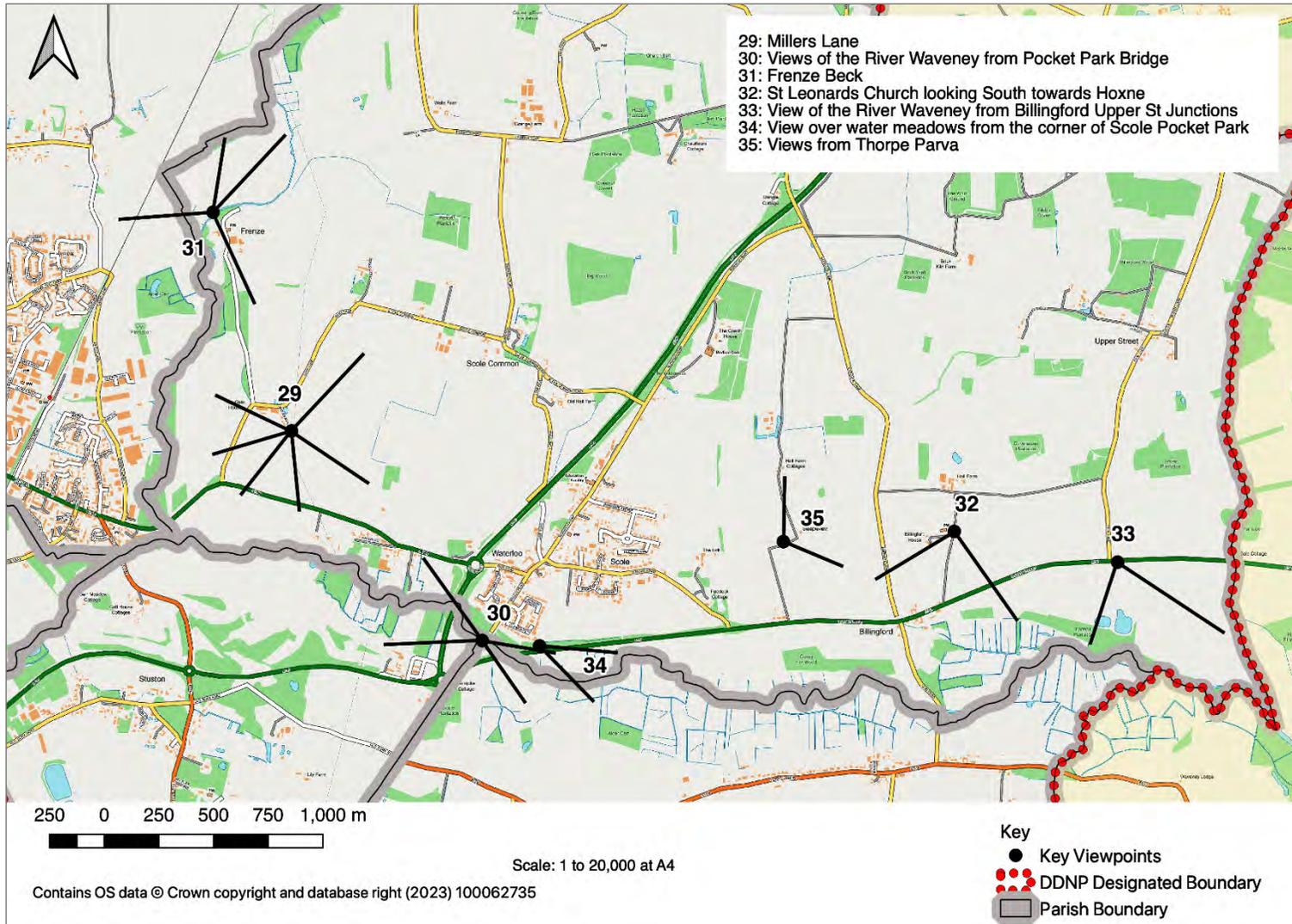
MAP 32 Key views in Palgrave

ROYDON KVs



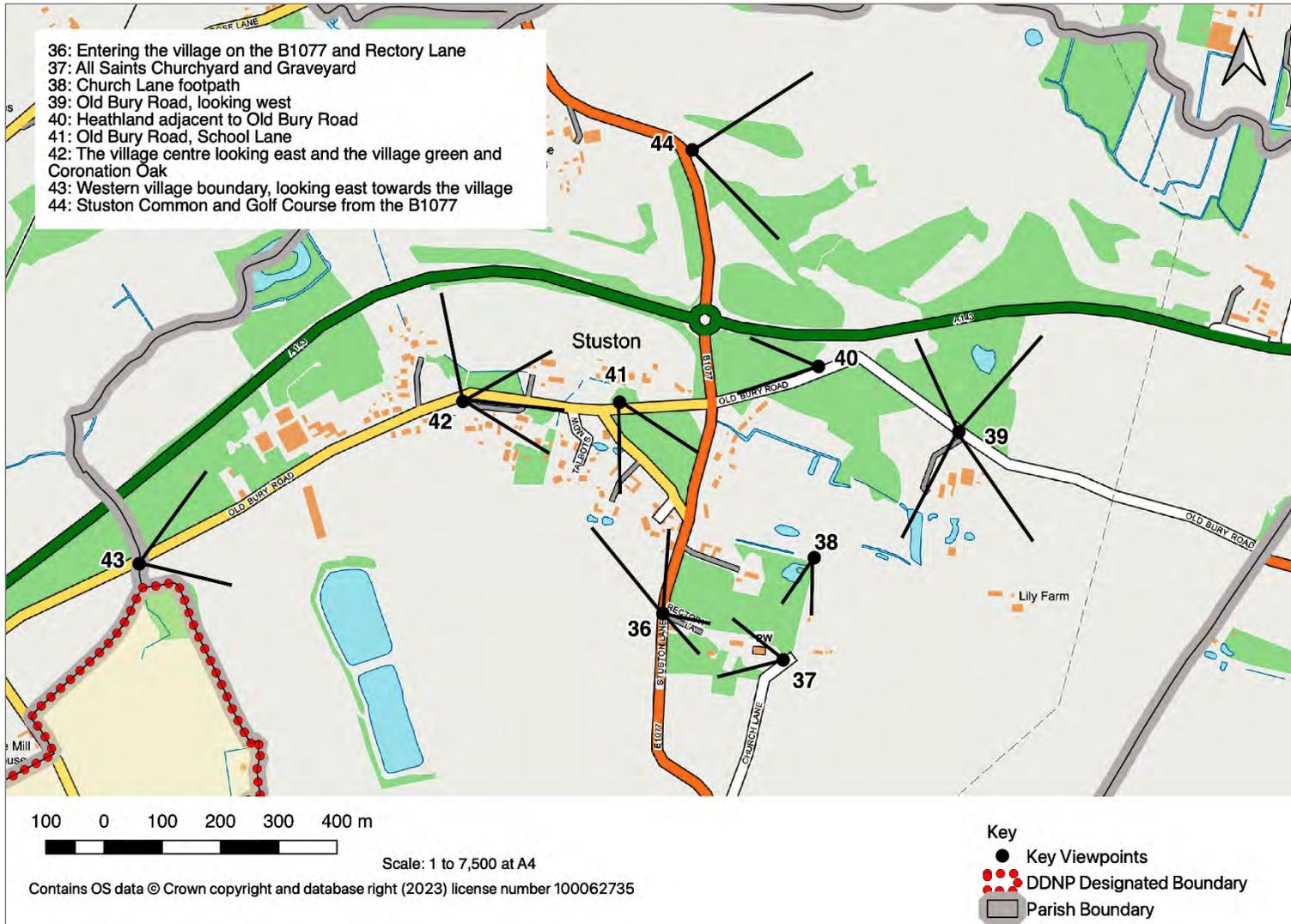
MAP 33 Key views in Roydon

SCOLE KVs



MAP 34 Key views in Scole

STUSTON KVs



MAP 35 Key views in Stuston

11 PROTECTION POLICY - HISTORIC ENVIRONMENT

- 318 This area around the Waveney Valley attracted early settlement and by Roman times this had become more extensive, a general trend that continued into and beyond the early medieval period. As a result, the DDNP area is one of historical significance and many important heritage features remain today. Some of these are protected in Conservation Areas, which have been designated in Diss, Burston, Palgrave and Scole. There are also over 350 listed buildings across the area, including seven Grade I, which are of particular note, and one scheduled monument, the Scole Roman Settlement.
- 319 There are also many historical features that are of local note and significance. The Plan identifies 37 Non-Designated Heritage Assets (NDHA) of local importance. Their location is shown in Maps 36 to 41 and they are listed after each map. Further evidence of their heritage significance is given in the *NDHA Assessment Report* on the DDNP website.

DISS



FIGURE 9 The area known as the Heritage Triangle is the traditional centre of Diss. Formed by St Nicholas Street, Market Hill and Market Place, it is bounded by the Corn Hall in the west, St Mary's Church in the east with Diss Museum and Market to the south.

- 320 Historically, Diss has been an important focal point for the area. In the Domesday Book the town is noted as a royal manor, and by the end of the 12th century, its commercial

importance was firmly established. The market dates from 1135 and a charter for the great annual fair was granted in 1195. Diss enjoyed good communication in all directions, in particular the river crossing at Denmark Bridge, while the rising ground north of the Mere was clear of the flood plain, and had a good supply of water.

- 321 The area known as the Heritage Triangle is the traditional centre of Diss. Formed by St Nicholas Street, Market Hill and Market Place, it is bounded by the Corn Hall in the west, St Mary's Church in the east with Diss Museum and Market to the south.
- 322 Today its period buildings include many diverse and independent shops and businesses. The Conservation Area includes this historic core, but also important spaces at Fair Green, the Mere and Park, Rectory Meadows and the Parish Fields. You can catch glimpses of the Mere through archways and openings in the centre, but it is the unparalleled panoramic view from the park, over the Mere to the church tower and beyond, that is renowned.
- 323 Over time, the Mere has been used as a water supply, wash tub, a drain and venue for various sporting or recreational activities. It has not only determined the shape of the town but helped ensure the survival of Betjeman's perfect market town. Betjeman is a poet with strong connections to Diss.
- 324 The *Diss Conservation Area Appraisal*²³ reports that most buildings appear to be in good condition. One identified of particular concern is the Old Infant School in The Causeway. This site has been allocated for housing, up to 10 dwellings, in the DDNP, with Policy DDNP2, outlining the aspiration for the building to be retained and incorporated into the design and layout of the development.

COMMUNITY ACTION 6 - Diss Heritage Triangle

Diss Town Council will engage with the Corn Hall Trust, local businesses and other interested parties to promote and enhance the special character and commercial attractiveness of the Heritage Triangle within the core of the town centre.

SCOLE

- 325 Scole is the largest parish in South Norfolk, and whilst it comprises five historic settlements, the historic core of the village, which is designated a Conservation Area,²⁴ developed on the original Roman road (the Pye Road) to Venta Icenorum (near Norwich). Diss by Verve, (formerly The Scole Inn), which is Grade I Listed, still dominates the centre with the Church of St Andrew to the north set above the street.
- 326 One of the housing allocations in Scole, on the Engineering Site, is adjacent to the Conservation Area. The layout and design of this development will need to be sensitively designed to consider potential impacts on the Conservation Area.

²³ [Diss Conservation Area Character Appraisal and Management Plan](#) (2012)

²⁴ [Scole Conservation Area Appraisal and Management Plan](#) (2017)

327 Directly to the south-west of the Conservation Area lies Villa Faustini, Scole Roman Settlement, which is designated a Scheduled Monument. This appears to be a major roadside settlement or small town. Remains cover an area of some 35 acres, and finds indicate occupation throughout the Roman period. Modern buildings and roads now cover half of the settlement, and some of the areas subject to agricultural activity have been badly damaged. Excavation indicates that Roman occupation was not limited to the roadside, but that the settlement stretched back either side of the road, and potentially onto both sides of the River Waveney. Various finds of archaeological importance, mainly from excavations in advance of the A140 bypass construction, evidence the area's significance²⁵.

PALGRAVE

328 Palgrave sits on slightly higher ground between the southern bank of the River Waveney that here forms the county boundary and a tributary joining the river. The Suffolk Historic Environment Record lists over 20 sites of archaeological interest from all periods, including some crop marks and ring ditches, reflecting its agricultural importance. There are 41 listed buildings, half of which fall within a Conservation Area in the village centre.

329 The older buildings are predominantly domestic in scale, a few having former commercial uses, and mostly timber framed and plastered with pantile roofs. The Grade I listed Church of St Peter provides the exception with flint rubble walls and pantile roof. It is mostly 15th Century and perpendicular in style. Another building of note is the Grade II* former Guildhall, opposite the church, now called Brackendale. This is timber framed and plastered with some exposed timbers and a jettied first floor.

BURSTON & SHIMPLING

330 Burston Conservation Area was designated in 1994 and is focused around the historic core of the village around the Church of St Mary, the village green and the Burston Strike School. The Strike School, built in 1917, is the site of the longest recorded strike in England's history. It is Grade II* listed and of national significance to the trade union and labour movements. The school teachers Kitty Higdon and her husband Tom came to Burston in 1911 to take charge of the school. She was a fully qualified teacher whilst he worked as her assistant. Following conflict with the School Managers, in April 1914 sixty-six of the seventy-two children of Burston School, supported by their parents, went on strike. A nationwide fund enabled a second school building, the Strike School to be completed in 1917 with this situated between the green and the Church. Until 1939 two schools existed in the village, the Strike School and the Council School. The Strike School, is now a museum covering the background and history of the strike and a commemorative rally is held on the green each September.

²⁵ Norfolk Historic Environment Record, [Number 1007](#)

ROYDON

331 The parish of Roydon has a long history and certainly was well established by the time of the Norman Conquest, its population, land ownership and productive resources being extensively detailed in the Domesday Book of 1086. A significant prehistoric site found to the north of Sandstone Way dates to the Iron Age. Here, the cropmark of a ring ditch was noted on an aerial photograph in 1977. Partial excavation of the feature recovered Neolithic flint tools and fragments of Iron Age pottery, and the site was interpreted as an Iron Age defended settlement²⁶.

STUSTON

- 332 Stuston is a small parish of about 190 properties in the very North of Suffolk that relies on Diss as its community “hub”.
- 333 The village lies just inside the Suffolk County Boundary on the South side of the Waveney valley and is at the intersection of two ancient routes, the A143 from the medieval capital of East Anglia – Bury St Edmunds, and an even older North – South route from Colchester to Norwich – a roman road now identified as the A140.
- 334 Most of the village lies within a “Common Enclosure” meaning that it would require the signature of the Secretary of State to permit any development within the defined area.
- 335 The natural features are that it is located on glacial deposits from the last ice age, which have left a number of small ponds or “pingo’s” through the centre of the village. This also means that surface water drainage through the village is somewhat problematical.



²⁶ Norfolk Historic Environment Record, [Number 12834](#)

NON-DESIGNATED HERITAGE ASSETS



FIGURE 10 *Mediaeval moated site of Bush Hall, Roydon*

- 336 The Government's *Planning Practice Guidance* (PPG) recognises that there are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but are not formally designated heritage assets. In some areas local authorities keep a local list of Non-Designated Heritage Assets (NDHA), incorporating those identified by neighbourhood planning bodies. Paragraph 203 of the *National Planning Policy Framework* (NPPF) determines that the effect of an application on the significance of an NDHA should be taken into account in determining the application.
- 337 NDHAs should be identified against a clear set of consistent criteria. A comprehensive review by the working group of designated heritage assets, Conservation Area Appraisals and the Historic Environment Record was undertaken before considering whether there were other assets of heritage value worth identifying in the Plan. Each community developed a list of important buildings and historic features and, making use of local knowledge and the Historic Environment Record, researched these to find out more about their history. These were then put to residents as part of the Issues and Options Consultation; respondents were asked if the assets put forward were important to them. All the historic assets that achieved 80% 'strongly agree' or 'agree' to this question were subsequently assessed in accordance with Historic England's guidance on Local Heritage Listing, using the commonly applied selection criteria. Those determined to have historic significance are identified as NDHAs. Their locations are shown in the maps on the following pages and there is a brief description of them beneath each one. They receive protection in accordance with Policy 17, below. As well as individual assets, some historic groupings of assets that constitute a sense of place have been identified.

POLICY 17 - Non-Designated Heritage Assets

The character, integrity and appearance of existing historic assets will be protected and where possible enhanced.

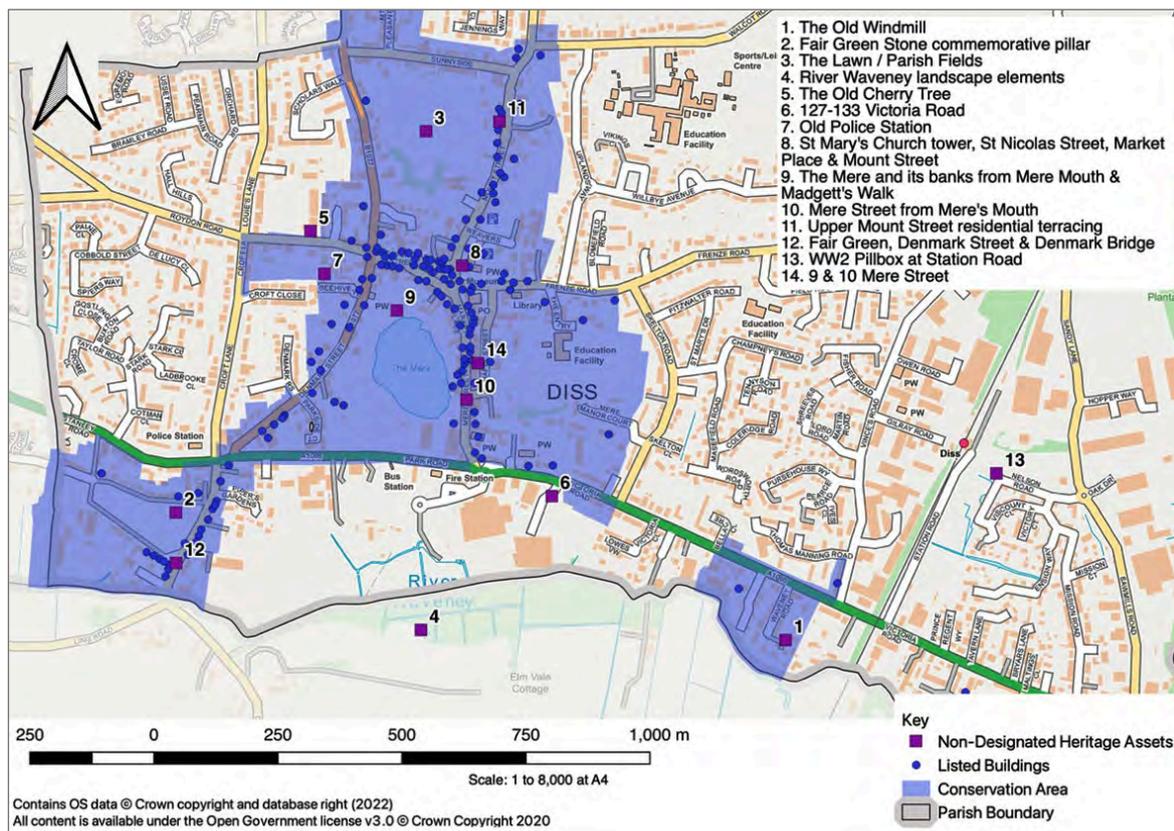
The Non-Designated Heritage Assets listed on Maps 36 to 41 have considerable local significance. Development proposals should avoid harm to these heritage assets and have regard to their character, important features, setting and relationship with surrounding buildings or uses. Any development proposals that affect these assets or their setting will need to demonstrate that they do not harm, or have minimised harm, to the significance of the asset, and should make clear the public benefits that the proposal would deliver so that any harm to the asset's significance or setting can be weighed against the benefits.

Any planning or listed building consent application for works to a non-designated heritage asset should be supported by a Heritage Statement. This will describe the significance of the asset, the works being proposed and why, and how the significance of the asset will be affected by those proposals, along with any mitigation measures.

Proposals for works to or adjacent to Non-Designated Heritage Assets should demonstrate that consideration has been given to preserving:

- a) The heritage asset and its distinctive historic features;
 - b) The positive elements of its setting that contribute to the asset's historic significance;
 - c) The contribution that the asset and its setting makes to the character of the local area.
-

Diss NDHAS



MAP 36 NDHAS in Diss

NDHA1 The Old Windmill

Early 19th century windmill converted to house in 1972. Claimed locally to date from 1771, but no record prior to 1817. Possibly used to power a Yarn Mill at Lincoln, Victoria Road.

NDHA2 Fair green stone commemorative pillar

Commemoration stone of Fair held on Green for 800 years. Last fair held in 1985, but visiting entertainment/circus fairs since.

NDHA3 Parish Fields aka The Lawn

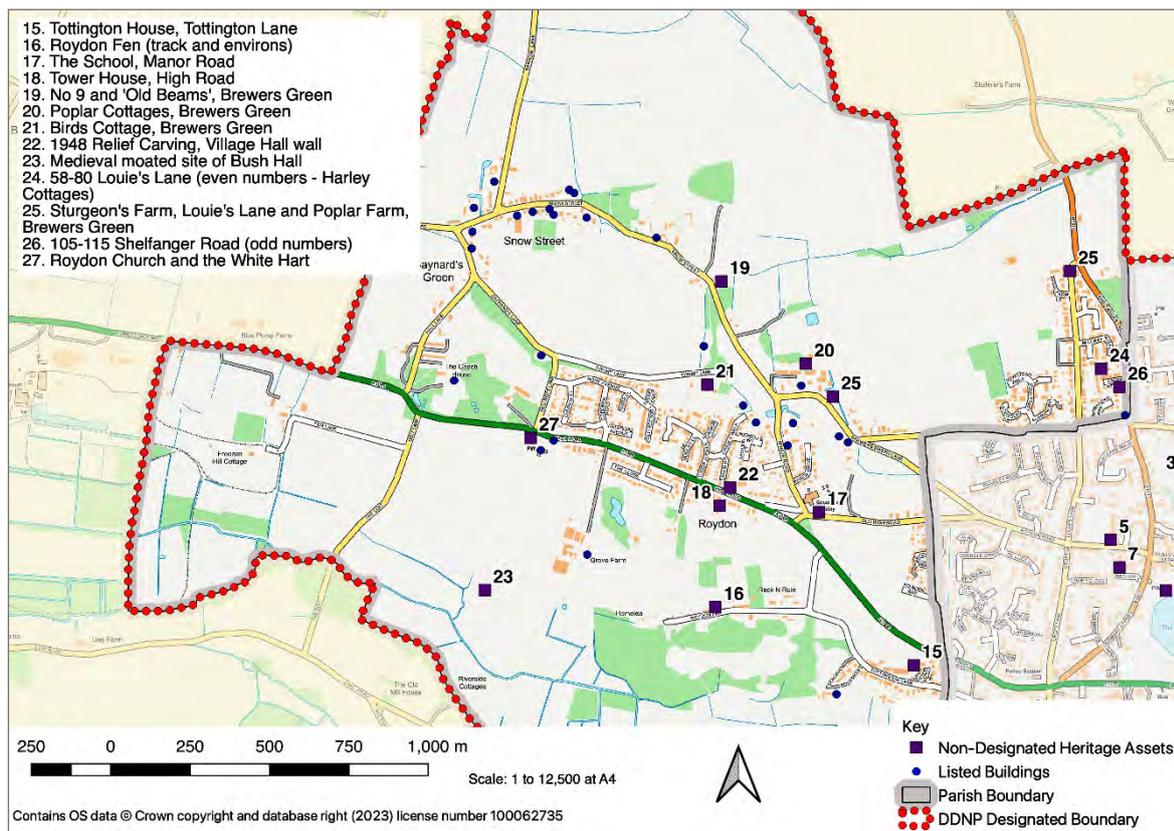
A private park created in the late 18th century for The Cedars (Listed building 79) opposite on Mount Street. Originally accessed by entrance flank walls mirroring those surrounding The Cedars. The only example of a detached private park in Norfolk. Designated as Local Green Space but requires more stringent further statutory protection and possible incorporation into publicly owned open space.

NDHA4 River Waveney landscape elements

Land adjacent to the River Waveney, long identified as available for a new Waveney Quarter but as yet undesignated. Forms, together with lands in Palgrave, an essential and integral central element of the Waveney valley.

- NDHA5 The Old Cherry Tree 8 Roydon Road**
Formerly public house. 19th century brick facing conceals remains of 17th century three-cell building.
- NDHA6 127-133 Victoria Road**
Grand 19th century terrace with central arch constructed like triumphal arch. Ends arranged with main elevation facing sides. Centre is Chesterfield House, with central doorway and window in pilastered surrounds.
- NDHA7 Old Police Station 9.9A-11 Roydon Road**
Former police station with open porch and Tuscan colonette, two gabled sections of irregular length, one with rounded first floor window above a flat bay window, the other with a tripartite window with segmented pediment to central light. Converted to housing 1996, said to retain cell doors and original tiled walls.
- NDHA8 St Mary's church tower at junction of St Nicolas Street, Market Place and Mount Street**
This group of buildings, the approach south down Mount Street, east down the narrows of St Nicholas Street and north from the Market are the iconic defining images of Diss and a core heritage asset.
- NDHA9 The Mere and its banks from Mere Mouth and Madgetts walk**
This significant vista is the setting of the full expanse of the Mere and its landscaped banks that were used for drying woven cloth, primarily linen from the noted Diss weaving sheds, in 17th-19th century. The banks were sometimes known as 'The Clynt' and with its old town background forms a significant vista.
- NDHA10 Mere street from Mere's mouth**
From Diss sign north, traditional 17th and 18th century mix of buildings, some disfigured with modern shop fronts, but forming traditional historic 'High Street' group of activity and structures.
- NDHA11 Upper Mount Street residential terracing**
Traditional 17th and 18th century cottage buildings and rectory, grouped on the road and embankment.
- NDHA12 Fair Green, Denmark Street and Denmark Bridge**
Grouping of 17th & 18th century buildings, most listed at junction of Denmark Street, Denmark Bridge and Fair Green East side.
- NDHA13 WW2 Pillbox at Station Road**
Standard polygonal pillbox south of railway station, now bricked up. Preserved as memorial to Home Guard in 1995. This casement is of type FW3/22. During WW2, these bunkers were used for the defence of the UK against possible enemy invasion. They were built in 1940 and into 1941.
- NDHA14 Numbers 9 and 10 Mere Street**
An integral part of the terrace, which contains numbers 11 and 12, both of which are listed.

ROYDON NDHAS



MAP 37 NDHAS in Roydon

NDHA15 Tottington House, Tottington Lane

Used to be the mill house. Much older than the houses around it. The postmill itself was built in 1797 and demolished in 1883.

NDHA16 Roydon Fen (Track and Environs)

An aspect of the cultural heritage and importance of Roydon Fen track is the link between the properties and historical land uses. The first row of houses, from number 1 to 9, were used by workers for the flint and gravel extraction to the north. They were probably built around the turn of the 18th and 19th centuries, shown on the Bryant map of 1826.

NDHA17 The School, Manor Road

This is stylistically unusual, part 1896.

NDHA18 Tower House, High Road

Built in 1930 as a water tower to supply water to homes in Roydon, the tank coming from Diss railway station. It continued as a water tower until 1960 when it was converted into a residence and offered for rent.

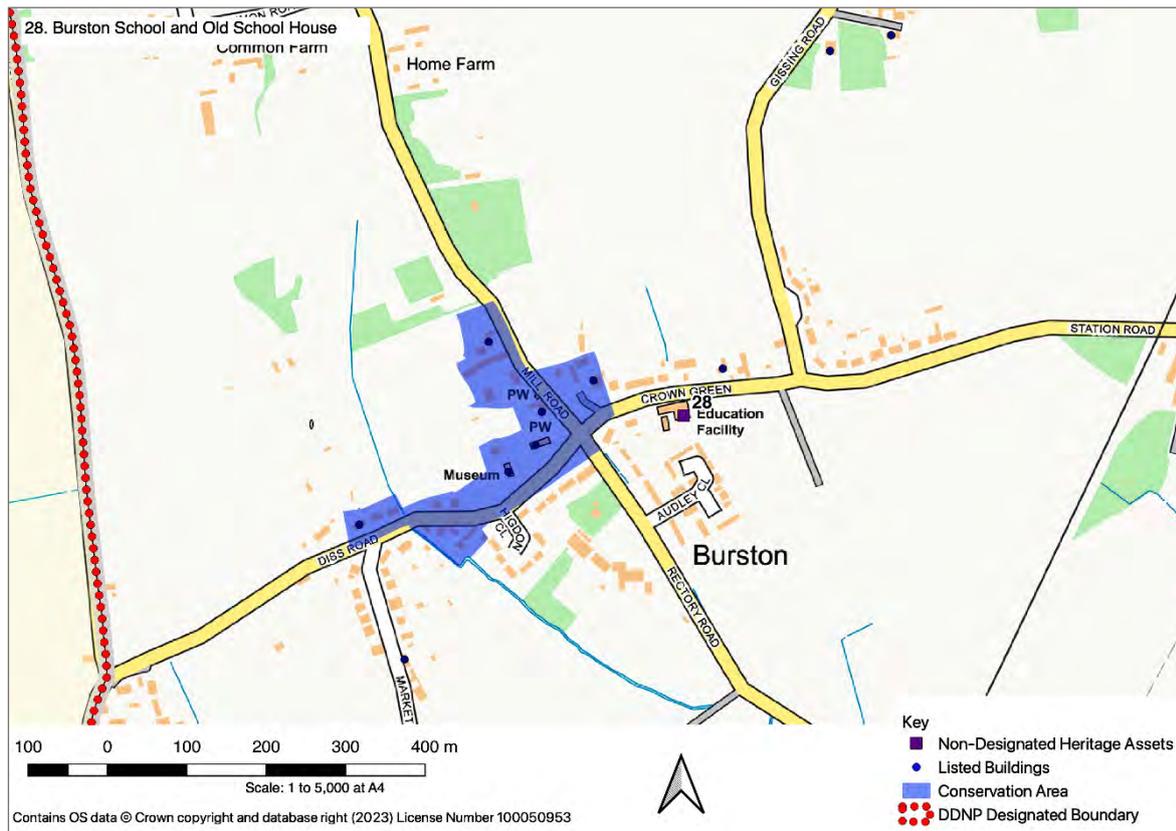
NDHA19 No 9 and Old Beams, Brewers Green

Former farm workers' cottages, little altered and probably early or pre-19th century.

- NDHA20 Poplar Cottages, Brewers Green**
Mid to late 19th century clay lump cottages, also known as the Barracks. Probably built as farm stables and cart lodges and later converted to domestic use.
- NDHA21 Birds Cottage, Brewers Green**
A small cottage on the edge of the common where, in living memory, the milkmaid for Pheasantry Farm lived.
- NDHA22 1948 Relief Carving on wall of village hall**
Made from oolitic limestone, depicting coconut palm trees and a boar, it represents the materials of brush and mat making. Made in 1948 by David Kindersley, moved in 1997 from the Aldrich's Brush and Mat Factory in Factory Lane, Roydon, after being in storage since the factory's demolition in 1972.
- NDHA23 Medieval Moated Site of Bush Hall**
excavations before 1942 found medieval sherds and half a Roman white-ware beaker.
- NDHA24 50-80 Louie's Lane (even numbers, Harley Cottages)**
Patterned brick-faced Victorian terraces, built in 1886
- NDHA25 Sturgeons Farm, Louie's Lane, and Poplar Farm, Brewers Green**
Early 20th century Arts and Crafts buildings with tiled upper levels by architect and South Norfolk MP Arthur Soames. Created after he split up a large farm with Poplar Farm and Sturgeons Farm being two of the farmhouses.
- NDHA26 105-115 Shelfanger Road (odd numbers)**
Run of terrace, Roydon Villas, with 105 being distinctive with a recessed corner entrance, a shop converted into a house, and 113 The Old Mill House, behind which is its mill tower, (115), restored as a dwelling.
- NDHA27 Roydon Church and White Hart**
Grouping of church, churchyard and public house (The White Hart) off highway with broad vista across the Waveney Valley to the south.



BURSTON NDHA



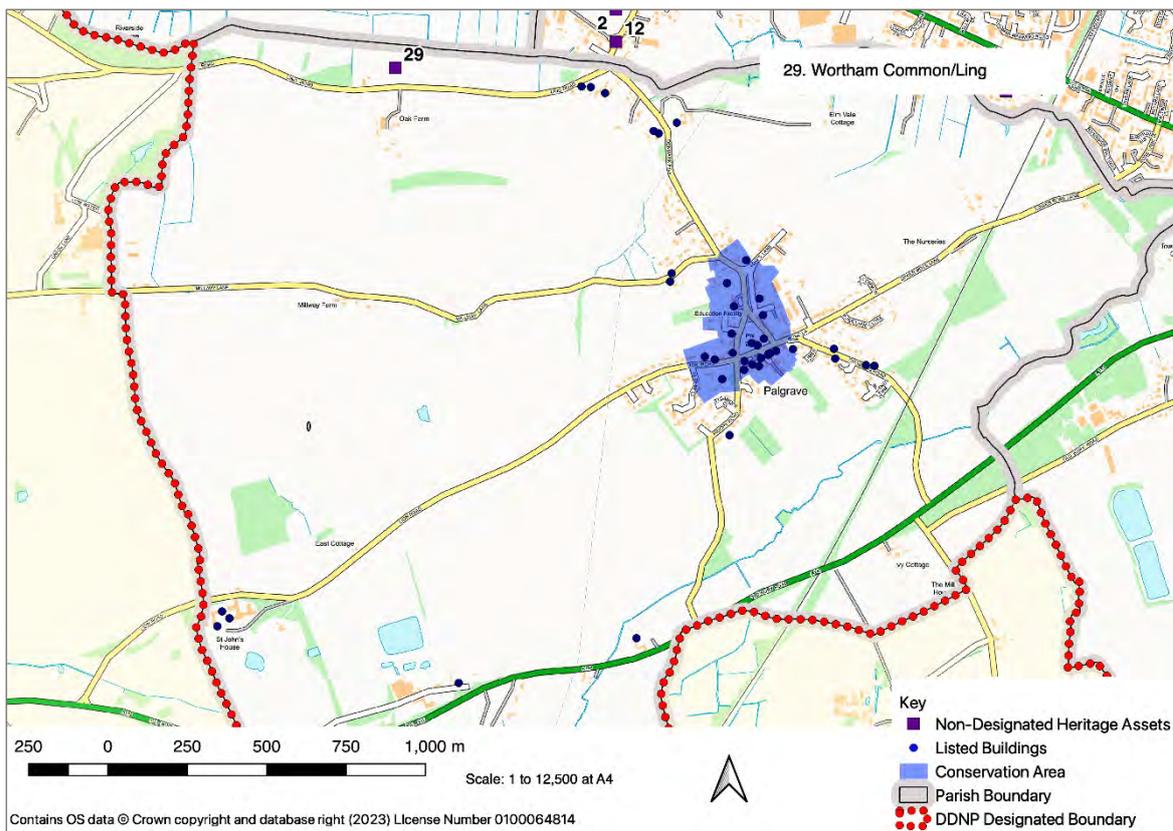
MAP 38 NDHA in Burston

NDHA28 School and Old School House

The house is *circa* 1875 in red and black brick. The headmistress was evicted from the house, provoking the long Burston School strike of 1914. Highly significant, especially in trade union history.



PALGRAVE NDHA



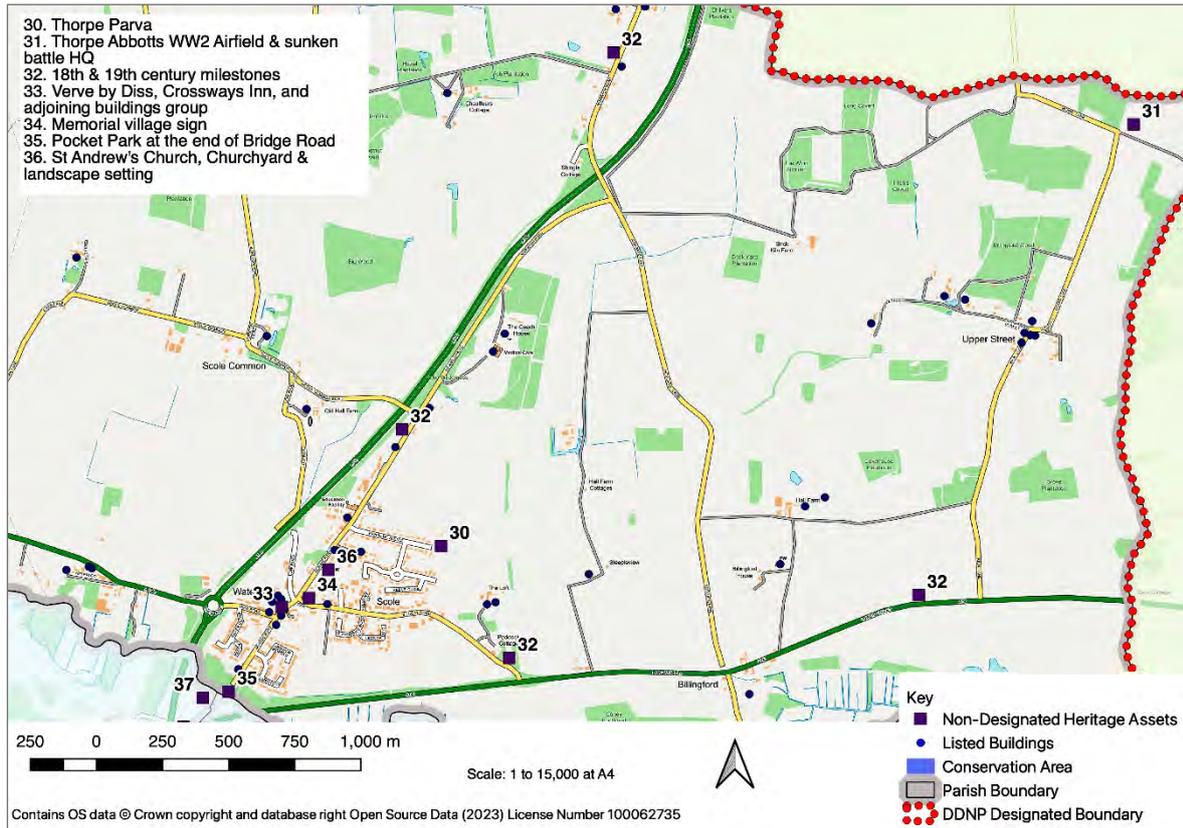
MAP 39 NDHA in Palgrave

NDHA29 Wortham Common/Ling

Undeveloped and untended land running south of the River Waveney, part of extensive area of varying depth running the full 'Palgrave length' of the River Waveney from Ling Road northwards.



SCOLE NDHAS



Map 40 NDHAS in Scole

NDHA30 Thorpe Parva

Mentioned in Domesday book, remnants moated wall and remaining church tower converted to dovecot.

NDHA31 Thorpe Abbots WWII Airfield and sunken battle HQ

Headquarters of US Army Air Force 100th Bombing Group, World War II. Control tower and adjacent buildings remaining with Pickett Hamilton 3 man 'pressure' Fort consisting of two retractable interlocking precast pipes. Museum and Memorial to the 'Bloody 100th'.

NDHA32 18th and 19th century milestone markers

Two of the 14 remaining 18th century milestones of the 1768-69 Norwich to Scole Turnpike, 'disturnpiked' in 1874, and two of the remaining milestones on the Beccles to Scole Road, possibly an extension of the Yarmouth to Blythburgh turnpike.

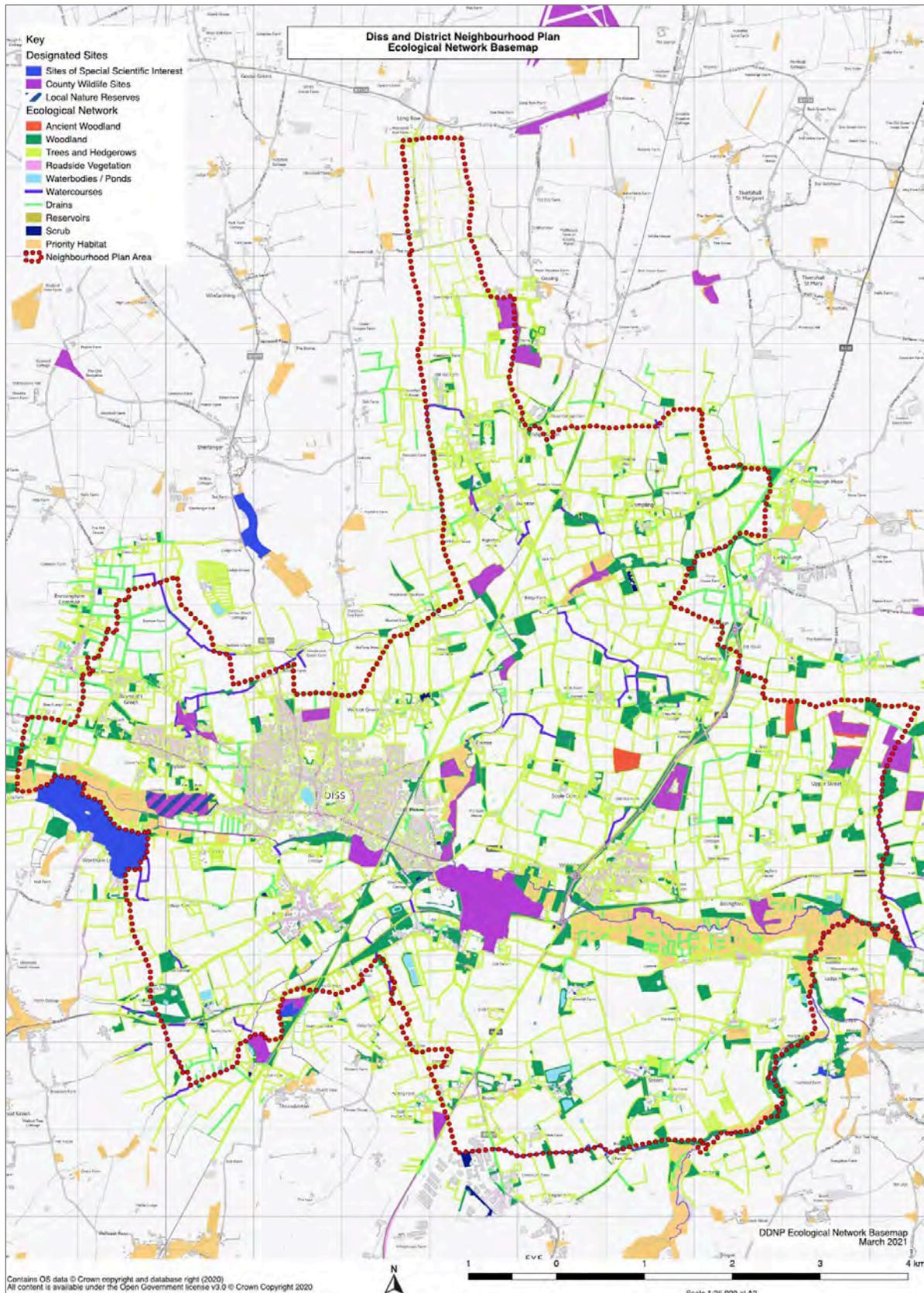
NDHA33 Verve by Diss, Crossways Inn, and adjoining building group; 1655-1800

This is the historic centre of Scole with 1655 Norwich Turnpike Hostelry and 16th century inn at the junction of Norwich Road and The Street.

NDHA34 Memorial and village sign in landscape setting

Juxtaposition of sign, memorial and setting provides a focus with historic meaning.

APPENDIX A – ECOLOGICAL NETWORK BASEMAP



MAP 42 Ecological Network Basemap; for more information see paragraph 248 on p.84

APPENDIX B - LOCAL GREEN SPACE POLICY WORDING

- 338 Since the legal challenge, appeal and High Court Judgement in 2020 against Norton St Philip's Neighbourhood Plan, qualifying bodies, Local Planning Authorities and Examiners have shown caution in relation to Local Green Space (LGS) policy wording. Indeed, it is common practice currently for LGS policy to simply list the spaces being designated. We believe this is a misinterpretation of the judgement and this Appendix sets out clear justification for the DDNP LGS policy wording and its deviation from national policy.
- 339 Paragraph 103 of the *National Planning Policy Framework* (NPPF) sets out that, "Policies for managing development within a Local Green Space should be consistent with those for Green Belts." This at least implies that LGS designations require a policy for managing development, rather than just a list of those designations. This seems likely as:
- First, it refers to LGS 'policy' for managing development. Policy should set out how decisions should be made when determining a planning application. A list of LGSs does not do this as it does not guide the decision maker, simply informing them which sites are LGSs.
 - Second, Para 103 implies that LGS policy is a separate entity to national green belt policy.
 - Third, development affecting an LGS cannot be determined using green belt policy; green belt policy applies only to green belt, not to LGSs. An attempt to use green belt policy is likely to be unlawful and challengeable.
 - Fourth, the NPPF does not contain policy for LGSs, so without a policy in the NP, there would be no policy and therefore in effect no mechanism for managing development within each LGS.
- 340 Regarding *Lochailort Investments Limited v. Mendip District Council and Norton St Philip Parish Council*, [2020] EWCA Civ 1259, this found that LGS policy needs to be consistent with Green Belt policy and that any departure needs to be explained in a reasoned way. According to that judgement, "*The ordinary meaning of "consistent" is "agreeing or according in substance or form; congruous, compatible". What this means, in my judgment, is that national planning policy provides that policies for managing land within an LGS should be substantially the same as policies for managing development within the Green Belt.*"
- 341 The neighbourhood plan needs to have 'due regard' to this requirement. 'Due regard' does not mean LGS policy has to conform to the requirement in every respect, but any departure will nevertheless need to be fully justified and explained. The judgements support this, explaining that, "*provided the departure from the NPPF is explained, there may be divergence between LGS policies in a neighbourhood plan and national Green Belt policy.*"
- 342 It is therefore necessary to assess green belt policy in the NPPF to identify its features and requirements.
- 343 National Green Belt policy at para 137 explains that openness and permanence are essential characteristics of Green Belt and that is why it is designated - to preserve its openness and permanence. This is the purpose. The designation of LGS aims to protect smaller parcels of land for a variety of purposes that are in addition to their openness,

such as its ecology, recreational value or history as set out as examples in the NPPF.

344 These must (NPPF para. 101) be capable of enduring beyond the plan period; this is a lower bar than needing to be permanent. It can endure beyond the plan period as long as there is not undue pressure for needed housing on those parcels of land, either by virtue of allocations for meeting local housing need being provided in the neighbourhood plan, or there being other land available to meet any unmet need. Another threat to the capability to endure would be a long list of different types of development that could be appropriate or acceptable.

345 The judgement in the case of *R (Samuel Smith Old Brewery (Tadcaster) and others) v North Yorkshire County Council* [2020] UKSC 3, found that openness is not just a spatial or volumetric concept, but a visual one such that visual impact is a key matter. This is likely to be a particular matter of relevance for Local Green Spaces given that they tend to be small and so any development will have a visual impact.

346 The NPPF sets out that local planning authorities should plan positively to enhance their beneficial use.

347 Green Belt policy sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It goes on to say that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

348 New buildings are considered to be inappropriate in Green Belt. There are some exceptions to this. Green Belt policy sets out a list of development that is not inappropriate, such as in-fill in villages, and affordable housing. Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes mineral extraction and local transport infrastructure. These examples might still not be permitted if they would result in harm as para 148 says, "*When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.*"

349 There are many exceptions listed at paras. 149 and 150 of the NPPF. As Green Belt areas are large, it is plausible that many such developments could take place within the Green Belt without undermining its overall openness and permanence, or resulting in only minor harm. This is not the case for LGSs, which cannot be extensive tracts of land. This means that even small-scale development risks undermining the purpose of designation and having an immediate and harmful visual impact. A LGS policy that would simply refer to the list of Green Belt exceptions in the NPPF could undermine the designation process as this large number of exceptions would suggest that the designation is not capable of enduring beyond the plan period. LGS policy therefore needs to consider each in turn, and with the aim of limiting the number.

350 The table on the following two pages reviews each element of the DDNP LGS policy and provides justification for the diversion from Green Belt policy. In particular, the table justifies diversion from Green Belt policy with respect to what is considered an exception to inappropriate development, for example in-fill or minerals extraction.

LGS Policy	Justification for deviation from Green Belt Policy
<p>New buildings are inappropriate development with the only exceptions to this:</p> <ul style="list-style-type: none"> a) Buildings for forestry or agriculture where the Local Green Space is used for commercial woodland or farmland. b) The provision of appropriate facilities in connection with the existing use of land where the facilities preserve the openness of the Local Green Space and do not conflict with the reasons for designation that make it special to the community, such as for recreation or ecology. c) The extension or alteration of a building if it does not impact on the openness or the reasons for designation that make the Local Green Space special to the community. d) The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces. 	<p>Para 149 (of the NPPF) sets out that the construction of new buildings is inappropriate apart from identified exceptions (listed a-g below). A number of these exceptions could undermine the openness of LGS or impact upon their reasons for designation -</p> <ul style="list-style-type: none"> a) Buildings for agriculture or forestry; this is a reasonable exception for LGS policy where land is commercial woodland or farmland as it may otherwise hinder someone’s business. b) Provision of appropriate facilities; this is a reasonable exception for LGS if such development could support the ongoing use and help to make the LGS capable of enduring. c) Extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building; this is a reasonable exception for LGS where it does not impact upon its openness or reasons for designation. d) Replacement of a building, provided it is the same use and not materially larger; this is a reasonable exception for LGS. e) Limited infill in villages; This is not a reasonable exception for LGS. Openness is not just a spatial concept, it is also visual, as determined by the Supreme Court. Any infill on small LGS designations will seriously undermine their openness and their reasons for designation. f) Limited affordable housing for local community needs; This is not a reasonable exception for LGS. Any affordable housing on small LGS designations will seriously undermine their openness and their reasons for designation. g) Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use; this is not a reasonable exception for LGS. It is unlikely that LGS will be brownfield when identified in accordance with Para 101, and infilling and complete redevelopment is likely to fully undermine the designation of the LGS.

<p>Other appropriate development includes:</p> <ul style="list-style-type: none"> a) Engineering operations that are temporary, small-scale and result in full restoration; or b) The re-use of buildings provided that the buildings are of permanent and substantial construction; or c) Material changes in the use of land where it would not undermine the reasons for designation that make it special to the community. 	<p>Para 150 sets out that certain other forms of development are also not inappropriate provided they preserve the openness of Green Belt and do not conflict with the purpose (listed a-f). A number of these exceptions could undermine the openness of LGS or impact upon their reasons for designation -</p> <ul style="list-style-type: none"> a) Mineral extraction; This is not a reasonable exception. Though highly unlikely to apply in any LGS, but nevertheless the quarry would be so large and the operations so long term that it would not enable the LGS to endure beyond the plan period. b) Engineering operations; This is a reasonable exception. LGS policy could allow for this if temporary, small-scale and restored fully c) Local transport infrastructure; This is not applicable as it specifically requires a Green Belt location d) Re-use of buildings; This is a reasonable exception. e) Material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); This is a reasonable exception. LGSs are designated for reasons related to their specific use or quality, such as recreation or ecology. Change of use could be supported in LGS policy as long as the new use would not undermine the reason for designation that makes it special to the community. f) Development, including buildings, brought forward under Community Right to Buy or Neighborhood Development Order; this would not apply as the community is designating the land as LGS so as to keep it open and protect its special qualities.
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