

South Norfolk Local Plan

South Norfolk Village Clusters Housing Allocations Plan

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South Norfolk Village Clusters Housing Allocations Plan Publication Draft Plan

A. Introduction and Background	6
The Plan Objectives	12
The Assessment of Sites.....	13
Evidence Base	14
Monitoring	17
Village Cluster Chapters.....	18
1. Alburgh and Denton	18
2. Alpington, Yelverton and Bergh Apton	20
Policy VC ALP1: West of Church Meadow.....	22
Policy VC BAP1: Former Concrete Batching Plant, south of Church Road.....	24
3. Aslacton, Great Moulton and Tibenham.....	25
Policy VC ASL1 – Land off Church Road.....	27
Policy VC GRE1 – North of High Green, west of Heather Way.....	28
Policy VC GRE2: Land north of High Green opposite White House Bungalow .	29
4. Barford, Marlingford, Colton and Wramplingham	31
Policy VC BAR1 – Land at Cock Street and Watton Road.....	35
5. Barnham Broom, Kimberley, Carleton Forehoe, Runhall and Brandon Parva	36
Policy VC BB1 – Corner of Norwich Road and Bell Road	39
6. Bawburgh.....	40
Policy VC BAW1: Land east of Stocks Hill	42
7. Bressingham	43

Policy VC BRE1: Land east of School Road	45
8. Brooke, Kirstead and Howe	46
Policy VC BRO1: East and West of the B1332, Norwich Road	49
9. Bunwell	50
Policy VC BUN1: Land to the north of Bunwell Street	52
Policy VC BUN2: Land opposite Lilac Farm, Bunwell Street	54
10. Burston, Shimpling and Gissing	55
11. Carleton Rode	57
Policy VC CAR1: Land west of Rode Lane	58
12. Dickleburgh	59
13. Ditchingham, Broome, Hedenham and Thwaite	61
Policy VC DIT1: Land at Thwaite's and Tunneys Lane	64
14. Earsham	66
Policy VC EAR1: Land east of School Road	68
15. Forncett St Mary and Forncett St Peter	69
16. Gillingham, Geldeston, and Stockton	70
Policy VC GIL1: South of Geldeston Road and Daisy Way	73
Policy VC GEL1: North of Kell's Way	75
17. Hales and Heckingham, Langley with Hardley, Carleton St Peter, Claxton, Raveningham and Sisland	76
Policy VC HAL1: Land off Briar Lane	80
Policy VC HAL2: Land at Yarmouth Road west of Hales Hospital	81
18. Hempnall, Topcroft Street, Morningthorpe, Fritton, Shelton and Hardwick .	82
Policy VC HEM1: Land at Millfields	86
19. Heywood	87
20. Keswick and Intwood	88
21. Ketteringham	90
22. Kirby Cane and Ellingham	91
Policy VC ELL1: South of Mill Road	93
Policy VC ELL2: Land at Florence Way	95
23. Little Melton and Great Melton	96

Policy VC LM1: South or School Lane and East of Burnthouse Lane	99
24. Morley and Deopham.....	100
25. Mulbarton, Bracon Ash, Swardeston and East Carleton	101
Policy VC MUL1: Land east of Bluebell Road and north of The Rosery.....	105
Policy VC SWA1: Land off Bobbins Way	106
Policy VC SWA2 Land on Main Road	107
Policy VC BRA1: Land at Norwich Road.....	108
26. Needham, Brockdish, Starston and Wortwell	110
Policy VC NEE1: Land north of High Road and east of Harmans Lane	114
Policy VC WOR1: North and south of High Road.....	116
Policy VC WOR2: land at the junction of High Road and Low Road	117
27. Newton Flotman and Swainsthorpe	118
Policy VC NEW1: Land off Alan Avenue	120
Policy VC NEW2: Land adjacent Alan Avenue	121
28. Pulham Market and Pulham St Mary.....	122
Policy VC PSM1: Land north of Norwich Road and west of Poppy's Lane	125
29. Rockland St Mary, Hellington and Holverston	126
Policy VC ROC1: Land south of New Inn Hill.....	129
Policy VC ROC2: South of The Street.....	131
30. Roydon.....	132
31. Saxlingham Nethergate.....	134
32. Scole	135
33. Seething and Mundham	137
Policy VC SEE1: West of Mill Lane	139
34. Spooner Row and Sutton	140
Policy VC SPO1: Land west of Bunwell Road.....	142
Policy VC SPO2: South of Station Road	144
Policy VC SPO 3: Land at School Lane	146
Policy VC SPO4: Land at Chapel Road	147
35. Stoke Holy Cross, Shotesham and Caistor St Edmund & Bixley.....	148

Policy VC STO1: Land north of Long Lane	151
36. Surlingham, Bramerton and Kirby Bedon	152
37. Tacolneston and Forncett End	154
Policy VC TAC1: Land to the west of Norwich Road.....	156
Policy VC TAC2: Land adjacent The Fields	157
38. Tasburgh.....	159
Policy VC TAS1: North of Church Road.....	161
39. Tharston, Hapton and Flordon	162
40. Thurlton and Norton Subcourse	164
Policy VC THU1: Land north of Blacksmiths Gardens	166
Policy VC THU2: Land adjacent to Holly Cottage, west of Beccles Road	168
41. Thurton and Ashby St Mary.....	169
42. Tivetshall St Mary and Tivetshall St Margaret	170
Policy VC TIV1: Pear Tree Farm, west of The Street.....	171
43. Toft Monks, Aldeby, Haddiscoe, Wheatacre and Burgh St Peter	172
Policy VC HAD1: Land south of Haddiscoe Manor Farm	176
Policy VC BUR1: Land north of Staithe Road	179
44. Wacton.....	180
45. Wicklewood	181
Policy VC WIC1: Land to the south of Wicklewood Primary School.....	183
Policy VC WIC2: Land off Hackford Road.....	184
Policy VC WIC3: Land at Hackford Road.....	185
46. Winfarthing and Shelfanger.....	186
Policy VC WIN1 – Land west of Hall Road.....	188
Policy VC WIN2: Land off Mill Road.....	190
47. Woodton and Bedingham.....	191
Policy VC WOO1: Land south of Church Road	193
48. Wreningham, Ashwellthorpe and Fundenhall.....	195
Policy VC ASH1: Land west of New Road	198
Monitoring Framework.....	199

Glossary	201
Appendix A: List of New and Carried Forward Allocations	210
Appendix B: Summary of Changes to Settlement Limits	214
Appendix C: Housing Trajectory.....	217

A. Introduction and Background

A.1. The South Norfolk Village Clusters Housing Allocations Plan (The Village Clusters Plan) aims to deliver sustainable growth within the villages of South Norfolk. The Village Clusters Plan has been developed alongside the Greater Norwich Local Plan (GNLP) and in accordance with Government's national planning policies and guidance. The Plan allocates a series of smaller sites, typically within the range of 12 to 50 homes, across the 48 Village Clusters in South Norfolk, to accommodate at least 1,200 new homes in total. The Plan also defines the Settlement Limits for the villages within these clusters, making provision for further smaller sites and incorporating revisions to reflect development that has occurred, or has been permitted since the boundaries were last updated.

A.2. The Village Clusters Plan establishes the Objectives of the Plan, as well as detailed policies for those sites allocated within it. Following representations received in response to the Regulation 18 consultation it was determined that the inclusion of Core Policies would be a duplication of planning policies set out elsewhere, either in national policy or in the Local Plan, and therefore these have not been carried forward in this Plan.

A.3. The production of the South Norfolk Village Clusters Housing Allocation Plan has been supported by a Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA) which evaluate the plan and are also available for comment on legal and soundness compliance.

National Policy

A.4. Government planning policy is set out in the National Planning Policy Framework (NPPF). In terms of rural housing, paragraph 79 of the NPPF states that:

A.5. 'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.'

A.6. This underpins the Village Clusters Plan, which looks at settlements both individually, but also, importantly, as part of a cluster of settlements many of which share local facilities and services.

A.7. Paragraph 69 of the NPPF notes the importance of small and medium sized sites, up to 1 hectare in size, in contributing to meeting housing needs, particularly in terms of the ability to deliver those sites quickly. This paragraph also encourages Councils to have Local Plan policies which support windfall development on non-allocated sites. The scale of the sites identified and allocated through the Village Clusters Plan, as well as the provision made for windfall development through amendments to existing Settlement Limit boundaries, delivers on these requirements.

The Greater Norwich Local Plan (GNLP)

A.8. South Norfolk Council is working with Broadland Council and Norwich City Council to produce the Greater Norwich Local Plan (GNLP). Amongst other things, the GNLP identifies how many homes need to be built between 2018 and 2038. The basis for calculating the future requirements is the Government's December 2020 'standard method' for identifying local housing need. More details on the GNLP can be found at www.gnlp.org.uk.

A.9. The GNLP strategy focuses most of the planned growth in a strategic growth area that covers the Broadland Growth Triangle to the north-east of Norwich, Norwich and its wider urban area, and the A11 corridor including Hethersett and Wymondham. The latter is also referred to as the Cambridge Norwich Tech Corridor. Outside of these strategic growth areas the GNLP also allows for further growth in five Main Towns and the larger 'Key Service Centre' villages (such as Hingham, Loddon/Chedgrave and Poringland/Framingham Earl). The draft GNLP also requires some development to occur on smaller sites in the Village Clusters, as described in the GNLP such provision is made as it 'has the benefit of supporting small-scale builders, providing choice for the market and helping to ensure the delivery of housing in popular village locations.'

A.10. Overall, 5.5% of the GNLP growth is assigned to the Village Clusters in South Norfolk. Half of that growth has either already been built during 2018/19 and 2019/20, or is on sites which already have planning permission, or are allocated in the current South Norfolk Site Specific Allocations and Policies (2015). All but two of those 2015 Local Plan allocations are carried forward in this Plan. To

meet the remaining requirements of the GNLP, the South Norfolk Village Clusters Housing Allocations Plan needs to identify sites for at least a further 1,200 new homes. These are made up of:

Source	Dwellings
New Village Cluster Plan Allocations	1,102
Carried Forward 2015 Allocations	Net Gain of 4
2015 Allocations not carried forward	Loss of 13
Neighbourhood Plan Allocations	135
Total	1,228

A.11. A list of sites that make up these numbers can be found in Appendix A.

A.12. Non-housing sites in the South Norfolk Village Clusters, such as employment allocations or stand-alone sites for specific uses, such as sports and recreation facilities, are still dealt with through the GNLP.

Village Clusters

A.13. There are 48 Village Clusters in South Norfolk. Some contain a single parish, whilst others contain multiple parishes. In line with the approach set out in the GNLP, each one is centred around the local Primary School. Where that primary school is within a larger settlement outside of a Village Cluster, the remaining rural parishes still form a cluster in the Village Clusters Plan e.g. Brockdish, Needham, Wortwell and Starston are within the catchment of Harleston Primary School, but those four parishes form a cluster in this Plan. The Primary School catchment has been taken as a proxy for social sustainability, However the Council also recognises that many other facilities are important to local communities and has therefore undertaken an audit of other facilities and services within the clusters, to inform the Site Assessment process (see details below).

A.14. The sites within the Village Clusters are split into two categories

- new Allocations, these are sites typically proposed for between 12 to 50 dwellings, which will go to meeting the 1,200 dwelling requirement in the GNLP, noted above; and

- Settlement Limit Extensions, for sites smaller than 12 dwellings, these will not count towards the 1,200 dwelling requirement, but will help ensure that the 'windfall allowance' in the GNLP is achieved.

A.15. The threshold of 12 dwellings is consistent with the GNLP and reflects the fact that sites smaller than this are less likely to achieve the required element of affordable housing. Settlement Limit extensions also offer the opportunity for 'self-build' development, as required through Government policy, particularly where those sites have been proposed by the site owner who wishes to build or commission their own home.

The Regulation 19 Publication of the South Norfolk Village Clusters Housing Allocation

A.16. This is the Publication draft version of the South Norfolk Village Clusters Housing Allocation Plan (also referred to as the 'Regulation 19 Pre-submission Draft Plan'). This document sets out the Council's chosen Plan which it intends to submit for Examination in Public.

A.17. The Regulation 19 version follows on from the earlier Regulation 18 consultation version which sought views on the sites that had been promoted to the Council for consideration, as well as on other changes to the Settlement Limits and the Plan Objectives. During the current Regulation 19 publication period, comments must be limited to matters of legal and soundness compliance and to be duly made representations must be submitted during the specified time period, further details can be found at www.southnorfolkandbroadland.gov.uk/vchap. Following the close of the publication period, the Plan, any duly made representations, and the supporting evidence documents will be submitted to the Planning Inspectorate for Examination by a Government appointed Planning Inspector. The duly made representations will help to inform the content of the Examination of the Plan.

A.18. Each allocation comprises both a site specific policy and background text. The background text sets out the key issues identified during the evidence gathering stage, as well as matters that the Council wishes to bring to the attention of the site developer. This supporting information should be read in conjunction with the specific policy requirements as it has informed the requirements of the policy.

A.19. Maps detailing the boundaries of the site have been produced for each of the allocations and are included alongside the policies. Also included within this document are maps that illustrate the Settlement Limits, which incorporate amendments since the 2015 Local Plan as set out in the relevant chapters of the document. The complete set of maps promoted for consideration as part of the Village Cluster Housing Allocation Plan process is available within the online consultation material.

Existing Planning Policies and Neighbourhood Plans

A.20. Whilst the South Norfolk Village Clusters Housing Allocation Plan has been prepared alongside the GNLP, this is in the context of other planning documents which already exist or are also being prepared.

A.21. Currently Local Plan Policies for the village cluster settlements in South Norfolk are set out in variety of documents, these include:

- The Joint Core Strategy for Broadland, Norwich and South Norfolk (2014), which sets out the strategic planning policies covering the three Districts;
- The South Norfolk Site Specific Allocations and Policies Document (2015), which sets out allocations for housing and other uses;
- The South Norfolk Development Management Policies Document (2015) which sets out a number of non-site specific policies applicable many types of development (highways, parking, design, landscaping, neighbour amenity etc.) as well as criteria based polices for various different types of development, and policies applying to particular landscape designations.

A.22. When adopted the GNLP will replace the existing Joint Core Strategy (JCS) and will also replace the parts of the South Norfolk Site Specific Allocations and Policies relating to the larger settlements in South Norfolk. The Village Clusters Plan will then replace the remainder of the Site Specific Allocations and Policies document. Sites that were allocated in the 2015 Site Specific Allocations and Policies document but have either not yet come forward for development, or have not been substantively constructed, have been reviewed and included in the Village Clusters Plan as 'carried forward' allocations if the Council considers that the site remains a reasonable option for development. These allocations have been updated to reflect subsequent planning permissions and/or further information about the site(s) and local context that has emerged through the development of this Plan. The 2015 Development Management Policies Document will remain in place.

A.23. Some Town and Parish Councils have, and are continuing to, produce Neighbourhood Plans, which sit alongside the Local Plan and when adopted, are also used to determine planning applications. Most of these Neighbourhood Plans include more detailed Development Management policies, which aim to shape development proposals to better reflect local circumstances. However, currently two Neighbourhood Plans, Dickleburgh and Diss and District (which includes the Village Cluster parishes of Burston, Roydon and Scole) are proposing to make their own allocations and our approach to these clusters is set out in the specific chapters below. For more information about Neighbourhood Plans in South Norfolk, please visit <https://www.southnorfolkandbroadland.gov.uk/neighbourhood-plans>.

The Plan Objectives

A.24. The following sets out the three Objectives which the Village Clusters Plan is aiming to achieve through the allocation of appropriate sites and the amendment of Settlement Limits.

SNVC Objective 1 - Meet housing needs

Deliver housing in accordance with the Greater Norwich Local Plan housing target for the South Norfolk Village Clusters through the allocation of suitable, viable and deliverable development sites for housing.

Provide an appropriate mix of house types, sizes and tenures to allow for residents at different stages of their life cycle e.g. first time buyers, those seeking family housing and those looking to downsize or move to more suitable accommodation in later life.

Provide opportunities for 'self-builds' through the extension or amendment of settlement boundaries to allow 'in-fill' development in appropriate locations.

SNVC Objective 2 - Protect village communities and support rural services and facilities

Provide opportunities for new housing development in a range of settlements within the village clusters, meeting the needs of a range of occupiers with the potential to support different local services and facilities. Seek to deliver improvements to local services, facilities and infrastructure where justified and appropriate.

SNVC Objective 3 - Protect the character of villages and their settings

Ensure that the scale, location and density of housing is well related to the form and character of existing villages, protects the historic environment, including protected landscapes, and ensures appropriate landscaping measures are delivered as part of new development.

The Assessment of Sites

- A.25. The Council only assessed sites put forward to us for consideration by (or on behalf of) the landowner or the potential developer of the site. The primary reason for this was to ensure that there is a reasonable prospect that the allocated sites come forward within the lifetime of the Plan. Many of the sites were initially put forward as part of the Greater Norwich Local Plan (GNLP) process, which meant they were considerably larger than what is being sought in the Village Clusters Plan. However, in March 2020 the Council sought to contact all of the site promoters to ask them whether they wished to amend their sites to take into account the requirements of the Village Clusters Plan i.e. for smaller sites which reflect the smaller, rural communities that they will be a part of, and which will contribute to the smaller sites requirement in the NPPF. A further 'Call for Sites' was included in the GNLP Regulation 18 consultation between January and March 2020, and again during the Regulation 18 consultation for the Village Clusters Plan during summer 2021. In total over 500 sites were assessed during this process.
- A.26. The assessment of sites was undertaken in a consistent manner. The starting point was the Norfolk-wide Housing and Economic Land Availability Assessment (HELAA) Methodology (2016), which has been agreed as part of the Norfolk Strategic Planning Framework process and is considered to be consistent with Government guidance. The Norfolk HELAA methodology also forms the basis of the GNLP site assessment process.
- A.27. Whilst the HELAA provides a starting point, the full site assessment was a more detailed process which included looking at the planning history of the site, undertaking a site visit and applying some more detailed criteria. Most noticeably the site assessment added criteria relating to the local Landscape Character Assessment, Better Broadband for Norfolk and revised the distance to services criteria to better reflect the rural nature of the Village Clusters Plan. Specifically regarding the latter, the Village Clusters assessment widened the number of services to which distances to/from the site have been assessed to include some which are characteristic of rural villages, for example, a village/community hall and pub, as well as pre-school provision and formal sports facilities. The maximum distance to services was also increased, to reflect the more dispersed pattern of development across the South Norfolk Village Cluster area. However, the choice of sites was still informed by the need

for safe and convenient access to those services, as well as by an accompanying Sustainability Appraisal, see below.

A.28. The Site Assessments were also supported by a Technical Consultation with both internal consultees on landscape, heritage and environmental protection issues, as well as a range of external stakeholders, on issues such as highways, utilities and minerals and waste. The technical consultation also included issues of flood risk and ecology, and technical comments on these issues were provided in response to the Regulation 18 consultation. Post the Regulation 18 consultation further discussions took place with some of the technical consultees in order to seek additional information or clarify specific matters raised to support the choice of allocated sites and Settlement Limit changes.

A.29. A copy of the HELAA Methodology and Site Assessment form for the Village Clusters Plan form part of the evidence base for this Plan.

Evidence Base

A.30. Much of the evidence base to the Village Cluster is shared with the GNLP. Of particular relevance are those listed below:

- Greater Norwich Water Cycle Study (March 2021), which indicated that sites in some Village Clusters locations may need to be phased in order for infrastructure to be suitably upgraded prior to development, which has subsequently been supplemented by a specific South Norfolk Village Clusters Addendum;
- The Level 1 Strategic Flood Risk Assessment (November 2017), which has been used as part of the Village Clusters Site Assessment Process; and
- The GNLP Viability Appraisal (December 2020), which demonstrates that the type of sites being allocated through the Village Clusters Plan can be viably delivered with the relevant supporting infrastructure and affordable housing which has subsequently been supplemented by an Appraisal using more recent data specifically for the South Norfolk area.

A.31. Specific supporting evidence base documents have been prepared to accompany this plan, these are listed below:

- Sustainability Appraisal (SA);
- Habitats Regulation Assessment (HRA);
- Heritage Impact Assessments (HIA);

- Landscape and Visual Appraisal (LVA);
- Stage 2 Strategic Flood Risk Assessments (SFRA);
- South Norfolk Village Clusters Water Cycle Study (WCS) and
- South Norfolk Village Clusters Viability Appraisal (VA).

Sustainability Appraisal

A.32. The preparation of the Scoping Report for the SA involved consultation with specified bodies in accordance with legal requirements. This consultation was undertaken in September and October 2020. A number of SA commentaries have been produced for the Council as part of the decision making process of selecting the preferred sites, these have subsequently been incorporated into the published Sustainability Appraisal. The final SA presents an assessment of the likely sustainability impacts of the proposals set out in the Village Cluster Plan, as well as an assessment of the Reasonable Alternative (RA) options for development.

Habitats Regulation Assessment

A.33. The Habitat Regulations Assessment (HRA) has been prepared to identify European sites within or near the Village Cluster area that may be directly, or indirectly, affected by the allocations within this Plan and concludes on whether there are any significant effects likely as a result of the Plan proposals.

Heritage Impact Assessments

A.34. The Heritage Impact Assessments (HIA) have been prepared following comments received from Historic England during the Regulation 18 consultation. These comments identified several preferred and shortlisted sites that should be subject to a HIA to review the impact that they may have on designated and non-designated heritage assets and ultimately their suitability for inclusion in the Plan. As well as these sites, the Council reviewed the additional sites submitted in response to the 'Call for Sites' during the Regulation 18 period and identified others that would benefit from an HIA. These documents have helped to shape the site selection process, as well as informed the detailed allocation policies for the preferred sites.

Landscape and Visual Appraisals

A.35. Similarly, in response to comments received during the Regulation 18 consultation, it was determined that the site selection process would benefit from landscape and visual appraisals to consider in greater detail the landscape and visual impact of the proposed development sites. Landscape Visual Appraisals (LVAs) have been completed for all of the preferred sites with the findings of these appraisals being incorporated into the site-specific policies where appropriate.

Strategic Flood Risk Assessment

A.36. Stage 2 Strategic Flood Risk Assessments (SFRAs) specifically focusing on sites within the South Norfolk Village Clusters area were undertaken as part of the evidence base to inform the production of the Plan, and were updated following legislative changes made in Autumn 2022. These assessments continued the work that commenced as part of the GNLPP evidence base.

Water Cycle Study

A.37. The South Norfolk Water Cycle Study (WCS) builds upon the WCS produced to support the production of the GNLPP. The South Norfolk addendum provides specific information relating to the sites within the Village Cluster Plan area, taking into account existing commitments and development outside the Plan area that connects to Water Recycling Centres (WRC) within the Village Cluster Plan area.

Viability Appraisal

A.38. An updated Viability Appraisal (VA) has been prepared to support the Village Clusters Plan, which also looked at the potential impact of addressing Nutrient Neutrality. The purpose of the South Norfolk VA was firstly to confirm that the small-scale sites in the South Norfolk Village Clusters locations remain viable taking into account the latest data, including increased building costs, and secondly to identify whether the development typologies identified would generate sufficient surplus, over and above a normal developer profit to cover any increased costs associated with Nutrient Neutrality.

Monitoring

A.39. All Local Plan documents are monitored on an annual basis in order to assess the effectiveness of the policies and allocations they contain. The outputs of the monitoring of the currently Local Plan documents are published as part of the Joint Core Strategy for Broadland, Norwich and South Norfolk, Annual Monitoring Report. A Monitoring Framework is included within this document, which indicates how the effectiveness of the Village Clusters Plan will be measured.

Village Cluster Chapters

1. Alburgh and Denton

Form and character

Alburgh

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

Denton

1.2. Denton is in two principal parts. The main part extends from part way up Trunch Hill in the south to Skinners' Meadow in the north. A smaller and more scattered part is situated a quarter of a mile to the north and includes Uplands Terrace and some development along Darrow Green Road. Development is generally single plot depth fronting the road, except Skinners' Meadow and Globe Close.

1.3. There are many scattered former farmhouses and conversions of former agricultural buildings. The attractive valley of the Beck runs through the extreme south of the parish with three tributaries flowing from the north. Trunch Hill runs down into the main valley. There are many trees and hedgerows particularly in the southern part of the parish which give it an attractive rural character

Services and Community Facilities

1.4. Alburgh has a village hall at the junction of Low Road and Church Road, with Denton's village hall situated west of the Norwich Road. Both villages share a primary school, which also offers preschool facilities. Alburgh has a daily bus service to Norwich.

Settlement Limit

Alburgh

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

Denton

1.6. The Settlement Limit has been drawn to include the main built form of the settlement to allow for limited infill development only, due to the rural nature of the area and limited local facilities.

2. Alpington, Yelverton and Bergh Apton

Form and character

Alpington and Yelverton

- 2.1. The main built-up areas of Alpington and Yelverton form a contiguous settlement. Development is concentrated around Church Road and Wheel Road. There is also a significant area of development at Mill Road, Alpington. Small detached clusters of development exist to the west of the main built-up area on Burgate Lane and to the south on Church Meadow Lane in Alpington, whilst a small number of individual dwellings and farmsteads are dispersed throughout the remainder of both parishes.
- 2.2. The settlement has developed as a ribbon form along Church Road and Wheel Road, though significant post-war estate scale development has taken place in the parish north of Wheel Road and west of Church Road, resulting in a more nucleated settlement form for this part of the settlement.
- 2.3. The settlement is set in generally flat open countryside, although in the south of Alpington there is a small area of attractive valley landscape. The village is characterised by good areas of tree and hedge planting especially along Church Road, which together with its setting and views of the surrounding countryside give it an attractive rural character.
- 2.4. The western limit of the village along Wheel Road / Burgate Lane is clearly defined by a significant tree belt on the north side of the road, which together with open fields on both sides of the road maintains the separation between the main village and the small cluster of dwellings to the west. The A146 is 1km (0.6 miles) to the north and provides a good link to Norwich and Loddon whilst the B1332 lies immediately to the west of the parish providing good links to services in Poringland and also to Norwich and Bungay.

Bergh Apton

- 2.5. Development within the parish is relatively small scale and in clusters along Cookes Road and The Street, plus a larger concentration of linear development along Mill Road and Threadneedle Street (on the border with Alprington) characterised by one plot depth development. The main areas of settlement in the village retain a rural character with no estate scale development whilst the remainder of the parish consists of isolated dwellings and farmsteads. The local

road network comprises rural roads. The A146 is to the north of the settlement and provides a good link to Norwich and Loddon.

Services and Community Facilities

2.6. The cluster's primary school lies at the main crossroads in Alpington. Further north on Church Road can be found the village hall, which also provides pre-school facilities, and Yelverton Football Club. There is a limited bus service to Norwich and Beccles. Alpington also has a pub on Wheel Road. A second village hall is located at Cookes Road, Bergh Apton and the local Post Office has moved to Green Pastures café and garden centre, adjacent to the A146.

Settlement Limit

Alpington and Yelverton

2.7. The Settlement Limit for Alpington and Yelverton has been drawn to include the main built form of the settlement and is centred around development along Church Road and Wheel Road, and the small, estate-scale developments north of Wheel Road and west of Church Road. Along Mill Road there is an area of development within Alpington Parish which is covered by the Bergh Apton Settlement Limit. As part of the preparation of this Plan a site located on land south of Bergh Apton Road and west of Nichols Road, adjacent to the Primary School, was promoted. Following an assessment of the site this land has been incorporated into the updated Settlement Limit.

Bergh Apton

2.8. The Settlement Limit has been drawn to include the three main areas of settlement within Bergh Apton. These are the linear development along Mill Road and Threadneedle Street; around the junction of Cookes Road and The Street and further south on The Street.

Site allocations

VC ALP1

2.9. The site lies west of Church Meadow and north of Fortune Green and is well located for pedestrian access to the services within the village. There is a single vehicular point of access from Church Meadow, plus an informal pedestrian access from footpath Alpington FP2/Yelverton FP4, which runs along the northern boundary of the site.

2.10. For highways safety, and to encourage sustainable transport options, offsite highways works will include: localised widening of Church Road, particularly in the vicinity of the Church Meadow junction; an improved crossing point between Church Meadow and Alington with Yelverton Village Hall; and formalising the currently unmarked bus stops on Church Road. Alternative highways solutions may be agreed with the Highway Authority at the time of any planning application.

2.11. The site is visually well contained, but the protection and enhancement of the existing boundary hedgerows and trees surrounding the site will be required. The Veteran Tree in the northeast corner of the site is protected by a Tree Preservation Order, and development of the site should protect and enhance its setting.

2.12. The Stage 2 VC Strategic Flood Risk Assessment (SFRA) identifies a number of factors which need to be taken into account in developing proposals for this site, and indicates the need for a site-specific FRA, with the resultant strategy informing the layout of the development.

2.13. Although the site is 1.87ha, the allocation is for approximately 25 dwellings, reflecting the scale and density of the adjoining Church Meadow development and the need to address flood risk issues.

Policy VC ALP1: West of Church Meadow

1.87ha of land is allocated for approximately 25 dwellings.

The developer of the site will be required to ensure:

- **Access from Church Meadow, with off-site highways widening to Church Road, formalising the existing unmarked Church Road bus stops and improved crossing point to Alington with Yelverton Village Hall;**
- **A site-specific Flood Risk Assessment (FRA) and strategy to inform the layout/development of the site, including access arrangements. The FRA must have regard to the requirements set out in the Stage 2 VC SFRA;**

- **Protection and enhancement of the setting of the Veteran Tree in the north-east corner of the site and of the mature hedges on the site boundaries;**
- **Pedestrian link to footpath Alington FP2/Yelverton FP4, which runs along the northern boundary of the site;**
- **Minimise the impact on the residential amenity of properties adjoining the site through an appropriate site layout.**

VC BAP1

2.14. The site is south of Church Road, to the west of main village of Bergh Apton and is predominantly a brownfield site, having formerly been used as a concrete batching plant. The site is slightly detached from the existing clusters of development in Bergh Apton, however the Draft Conservation Area Character Appraisal (July 2022) notes that “Bergh Apton is best described as a parish of ‘dispersed’ settlement that has no really strong village ‘core’ in the physical sense”. The closest cluster of dwellings, to the east on Church Road, includes a group of listed Tayler and Green dwellings, and any development will need to ensure the setting of those buildings is protected and enhanced.

2.15. The Council’s Environmental Protection Team is aware that this is a brownfield site which has been subject to uses that have the potential to give rise to significant land quality issues. Having regard to this, along with the size of the site and sensitivity of residential development, it is considered that a Detailed Land Contamination Report (Phase One and Phase Two) is required as part of any planning application.

2.16. The site frontage allows for more than one point of access, and the Highway Authority would prefer to see a mix of frontage development and development accessed via non-adopted private drives. To deliver an appropriate layout, the site is likely to require an element of adoptable road, but a less formal approach would be sympathetic to this rural location. Church Road is rural in character, with no footways, and land should be dedicated for footway provision on the site frontage should this need to be implemented in the future. Whilst the historic use of the site previously generated traffic, including HGV movements, off-site highways works will be required between the site and the junction of Church Road and The Street to facilitate the safe passing of vehicles in both directions.

2.17. The site is limited to a maximum of 25 dwellings, reflecting the balance between making effective use of the available land and the need to address the

cost of redeveloping a former brownfield site, against the relatively remote nature of the site and the more limited ability to walk or cycle to local services and facilities.

2.18. The site is currently detrimental to the local landscape and a well-designed scheme offers the opportunity to deliver a development which is appropriate within the local landscape type, enhancing views from Church Road and the nearby bridleway Bergh Apton BR15. Much of the planting on the site is non-native, however the established trees on the eastern boundary should be retained and landscaping to the south and west will help visually contain the site within a wider rural landscape.

2.19. Although the site is 1.65ha, the allocation is for approximately 25 dwellings, reflecting the relatively remote and rural nature of the site which would not be appropriate for a higher density development

[Policy VC BAP1: Former Concrete Batching Plant, south of Church Road](#)

1.65ha of land is allocated for up to 25 dwellings.

The developer of the site will be required to ensure:

- **Access from Church Road, with a preference for non-adopted private drives (for up to 9 dwellings) and less formal highways solutions for the adoptable elements;**
- **Improvements to Church Road between the site and the junction with The Street, to facilitate the safe passing of vehicles in both directions;**
- **A detailed Land Contamination Report (Phase One and Phase Two) to be submitted as part of any planning application;**
- **Protection and retention of the established trees on the eastern boundary and implementation of landscaping to the south and west to help visually contain the site within a wider rural landscape;**
- **Development that preserves and enhances the significance of the nearby listed buildings (including any contribution made to that significance by setting).**

3. Aslacton, Great Moulton and Tibenham

Form and character

Aslacton and Great Moulton

- 3.1. The main concentrations of development within the parishes of Aslacton and Great Moulton are in three distinct settlements – the historic village cores of Aslacton and Great Moulton, and an area of largely modern development at Sneath Common.
- 3.2. The historic core of Aslacton is concentrated around The Street and Church Road and includes the village school.
- 3.3. Great Moulton is a compact settlement which has developed between a number of traditional farmsteads strung along the south side of High Green and some further farms on the north side of Old Road. The village has seen a considerable amount of modern development, with estate development such as Potters Crescent and Heather Way as well as a large amount of infill development.
- 3.4. The local road network comprises of mainly rural roads, with the B1134 to the south of Sneath Common providing links to the A140 to the east and the B1077 and New Buckenham to the west.

Tibenham

- 3.5. The parish of Tibenham has a dispersed rural settlement pattern consisting of individual dwellings and farms scattered throughout the parish. The established village of Tibenham is concentrated along The Street and around the site of the old school. Further detached clusters of development exist at Pristow Green and Long Row. The main concentration of development has developed in a linear form characterised by one plot depth. Its setting in a small valley with abundant tree hedge planting along the road frontages and attractive open countryside give it a rural character.

Services and Community Facilities

- 3.6. Aslacton primary school lies on the main Church Road through the village. Great Moulton has a pub on Frith Way, which also has the village hall at its junction with Carr Lane. Tibenham also has a pub on The Street. There are also several specialty shops across the cluster's settlements. Aslacton and Great Moulton have a limited bus service to Norwich and Diss.

Settlement Limit

Aslacton & Great Moulton

3.7. The Settlement Limit has been drawn to include the main built form of the three settlements. In addition, the boundary includes a small allocation on High Green made within the 2015 Site Allocations Plan, as well as the former scrapyard in Aslacton. New dwellings on Pottergate Street and at Sneath Road/Woodrow have also been incorporated into the Settlement Limit.

Site allocations

VC ASL1

3.8. The site lies to the east of the village of Aslacton, north Church Road and west of Muir Lane. To the west of the site are the recent developments at Pottergate Street and Cooper Scrap Yard lie to the west and south of the site respectively. Aslacton Primary School and St Michaels Church lie a short distance to the west of the site along Church Road. There is also a bus stop on Muir Lane along the eastern boundary of the site which provides a limited services between Norwich and Diss. Coronation village hall and the Fox and Hounds Public House lies to the south-east of the site along Carr Lane and Firth Way. A wider range of services is provided by the main town of Long Stratton that lies around 3.6km to the north-east of the site.

3.9. Given its position adjacent to and opposite existing built development and bounded by Muir Lane to the east, the site relates well to the existing built-form of the village. The site is however flat and affords long and relatively uninterrupted views towards the Forncetts and Wacton from both Church Road and from the Public Right of Way (Aslacton FP6) that runs along the western boundary of the site. Whilst the development of the site would interrupt these existing views, it is not considered to have a significant detrimental impact on the landscape as it will be viewed in the context of the existing built form

3.10. To ensure the development responds appropriately to its context, the density and scale of development will need to reflect its village edge location. The trees and hedges along Muir Lane should be retained and the existing hedgerow along the west boundary protected. Appropriate landscaping, such as a native hedgerow, will be required along the northern boundary of the development to create a level of containment and soften the edges of the development. Provision of open green space, in the form of a village green, along the southern

boundary of the site will be important to maintain an open approach to the setting of the existing village.

3.11. In order to form a safe and suitable access, access to the site will need to be from Church Lane. Provision will need to be made for carriageway widening and the inclusion of a frontage footway that links to the bus stops on Muir Lane. The development of the larger site proposed offers the opportunity to provide an open green space along the frontage of the site, in the form of a village green, increasing the range of amenities available in this part of the village. This should include car parking for the primary school and local church to address local highway issues.

3.12. Local concerns were raised regarding drainage issues within the locality. Anglian Water confirmed that improvements to the local pumping station were timetabled for late 2022. Moreover, issues derive primarily from surface water ingress into the foul water system, as such as development with a suitable Sustainable Drainage Strategy (SuDS) should not create any further issues.

3.13. The allocation of a site of 2.3ha for approximately 35 dwellings allows for development of an appropriate scale and density to reflect its village edge location, the provision of a frontage village green and land for a school car parking facility.

[Policy VC ASL1 – Land off Church Road](#)

2.3 hectares is allocated for approximately 35 homes

The developer of the site will be required to ensure:

- **Vehicular access from Church Lane, carriageway widening along the Church Lane boundary of the site and provision of a frontage footway that links between the existing footway on Church Lane and the bus stop on Muir Lane;**
- **Retention of hedgerows and trees along the western and Muir Lane boundaries of the site;**
- **Provision of appropriate landscaping along the northern boundary of the site to contain and soften the edge of the development within the landscape;**

- **The delivery of a significant area of open space, in the form of a village green, along the Church Lane frontage of the site, including provision of land for school car parking;**
- **A satisfactory foul water drainage strategy for the development prior to the commencement of development.**

VC GRE1

3.14. The site lies north of the 2015 South Norfolk Local Plan allocation, which itself fronts High Green, and is west of Heather Way. As such, the site will be contained on two sides by new residential development. To the west there is established vegetation on the boundary with Greendale, which will need to be retained, protected and enhanced. The northern boundary is open to the remainder of the agricultural field and will require a suitable treatment to minimise visual impact and integrate the site with the wider rural landscape, taking into account any views from footpath Great Moulton FP10, between Green Lane and Hallowing Lane.

3.15. The permitted layout of the development fronting High Green (VC GRE2) retains an access to this site between plots 4 and 5, which will be the sole vehicular access to allocation, with foot and cycle links also included to Heather Way.

3.16. The site is 0.75ha and allocated for at least 12 dwellings, reflecting the scale and density of the adjoining development fronting High Green and the need to deliver an appropriate level of affordable housing.

Policy VC GRE1 – North of High Green, west of Heather Way

0.75ha of land is allocated for at least 12 dwellings.

The developer of the site will be required to ensure:

- **Vehicular access from High Green only and foot/cycle access from both High Green and Heather Way;**
- **Protection and enhancement of the existing hedge and trees on the western boundary and an appropriate landscaped boundary treatment to the north, to minimise visual impact and integrate the site successfully with the wider rural landscape.**

Carried forward allocations

VC GRE2

3.17. Previously called GRE1, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. Both the site boundaries and the scale of development allocated on the site have been updated to reflect changes to the site approved by planning consent 2020/0130. This planning permission granted consent for 14 dwellings, including 7 affordable housing units accessed off Heather Way on an area that extended outside of the GRE1 allocation. This aspect of the scheme was considered by the LPA to be acceptable as a Rural Exception Site. Accordingly, the 2015 site allocation has been updated to reflect both the boundaries of the consented scheme and the uplift in the site numbers that is achievable on the larger site, whilst also retaining the delivery of the additional affordable housing units.

3.18. The site comprises part of a field immediately to the west of the extent of development in Great Moulton along the northern side of High Green, as well as an area of land west of Heather Way.

Policy VC GRE2: Land north of High Green opposite White House Bungalow

1.16 hectares of land is allocated for approximately 14 dwellings. This site is expected to be built out in accordance with the existing planning permission (2020/0130). Any new planning permission will need to ensure the following:

- **Development to include a minimum of 50% affordable housing to reflect the Rural Exception Site element of permitted scheme 2020/0130;**
- **Frontage development onto High Green with the remainder of the development to be accessed via Heather Way;**
- **Site layout to enable both vehicular and pedestrian access through the site from High Green to facilitate future residential development on VC GRE1 to the north of the site;**
- **Opportunities to provide for the connectivity of the High Green element of the site with the Heather Way section of the site to be incorporated into the site design including pedestrian access between the sites, drainage strategy, layout and landscaping unless otherwise agreed with the LPA;**

- **Appropriate boundary treatments to the north of the Heather Way element of the site to reflect the rural context of the site and the edge of settlement location.**

4. Barford, Marlingford, Colton and Wramplingham

Form and character

Barford

4.1. Barford is a compact settlement on the north bank of the River Tiffey.

Development has extended northwards away from the B1108 along Cock Street and Style Loke, with frontage development to the north of Church Lane and along Chapel Street/Marlingford Road. The historic centre of the village is concentrated on Cock Street and Chapel Street with later estate development situated off Chapel Street at Park Avenue and Clarke Close. The village is set in the attractive valley of the River Tiffey and is characterised by mature tree planting. The most sensitive area of the village is situated on either side of Cock Street where the Hall and its grounds on the west side and the popular plantation on the east side, positively contribute to the form and character of the village.

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

Marlingford

4.3. The main village is located in the bottom of the Yare Valley on the outside of a bend in the river.

4.4. Marlingford village has developed along two sides of a triangle formed by Barford Road and Mill Road, which radiate towards the south-west from the junction with Marlingford Road. The junction forms the focal point of the village. To the north-east of the junction is the 'Old Hall' which is listed. The area around Old Hall has remained undeveloped which contributes to its setting.

4.5. The wedge of land between Barford Road and Mill Road occupied previously by allotments and The Common has remained undeveloped and is locally regarded as Marlingford's amenity area used for conservation and recreation. This contributes to the rural character of Marlingford as a village set in open countryside within the river valley.

Colton

4.6. Historically, the settlement of Colton developed with a number of large farms and small cottages which have been joined up by frontage development to form a distinct settlement grouping. To the south of Norwich Road the buildings are set

in large grounds with trees and hedges along the road frontage. The area to the north of Norwich Road falls within the administrative area of the Broadland District Council. Development along The Street is of higher density.

Wrampingham

4.7. Located on the south bank of the River Tiffey, Wrampingham is characterised by its natural character and cluster of historic buildings around the large central pond. Development within the parish has been concentrated along Wymondham Road and The Street with the remainder of the parish displaying a dispersed settlement pattern comprising individual dwellings and farmsteads. The small scale development at Wymondham Road is linear in form and concentrated on the south side of the road.

Services and Community Facilities

4.8. Barford has a range of facilities including a village hall and the primary school. There are several industrial and commercial units located within the centre of the village, which provide local employment opportunities. There are also regular bus services to Norwich and Wymondham. Marlingford has a village hall, pub and daily bus service to Wymondham. Colton also has a pub and significant local employment opportunities, and there are several specialty shops across the cluster's settlements.

Settlement Limit

Barford

4.9. A Settlement Limit has been drawn to include the main built form of the settlement. A smaller Settlement Limit has been drawn around the existing properties on Church Lane to the west of the village.

4.10. Much of the central part of Barford forms part of the Barford Flood Alleviation Scheme which helps to control flooding in the village. This has therefore constrained where development could be located in the village, and this area has been excluded from the Settlement Limit.

Marlingford

4.11. The Settlement Limit has been drawn to include the main built form of the settlement. Due to its rural character and very limited services the Settlement Limit has been drawn to allow only very limited infill development.

Colton

4.12. Due to the very limited facilities available in Colton the Settlement Limit has been drawn around the built form on Norwich Road, to allow for very limited infill development and to avoid further expansion into the surrounding countryside, preserving the rural character of the area.

Site allocations

VC BAR1

4.13. The site is located north of the B1108 between Cock Street to the east and Back Lane to the west. The eastern section of the site is a brownfield site that lies within the existing development boundary whilst the western section of the site extends into the open countryside. The existing commercial garage and the dwelling in the north area of the site will be demolished as part of the redevelopment of the site. The site is well connected by pedestrian access to the existing facilities in the village, including the village school on Chapel Street, and a regular bus service that runs between Norwich and Watton.

4.14. In both landscape and townscape terms the site can currently be considered in two distinct parts, separated by a mature tree belt running north-south through its centre. The west part of the site falls within the designated River Valley. The brownfield element to the east is in a prominent location at the junction of Cock Street and the B1108. The redevelopment of this site provides an opportunity to enhance the local townscape. The land at the west side of the site currently marks the transition between the village and the adjoining countryside, a change that is further enhanced by the rural appearance of Back Lane. The existing mature vegetation to the south and west of the site provides effective screening and enclosure of the site and will need to be retained and enhanced to minimise the visual impact of the development. The existing central tree belt should be incorporated into the site layout as far as possible to enhance the appearance of the site, although some tree loss will be necessary to enable access through the site. An arboriculture survey will be required to assess the condition of these trees.

4.15. Technical discussions with the Highways Authority have identified a number of on- and off-site highway works that will be necessary to ensure ongoing highway safety, including a single point of access into the site from Cock Street only. The existing garage access onto the B1108 will be closed. Other works that have been identified include improvements to the Cock Street/B1108

junction at the south-east corner of the site, a frontage footway along Cock Street and the provision of a pedestrian footway through the site connecting Cock Street to Back Lane to the west.

4.16. The Cock Inn lies directly opposite the site, south of the B1108. The supporting Heritage Impact Assessment (HIA) has identified that the redevelopment of the garage site offers an opportunity to enhance the setting of this non-designated heritage asset. Sayers Farm, a listed building, lies to the south-west of the site. Retention of the existing hedgerow along the south and west boundaries will mitigate the impact of new development in this location. The HIA also notes that the B1108 creates a separation between the listed building and its setting and the site, further reducing the impact of development in this location.

4.17. Wider surface water flowpaths within the settlement have been identified however discussions with the Lead Local Flood Authority have confirmed that they do not affect the development of this site which lies north-west of these areas. However the Stage 2 identifies a high susceptibility to groundwater flooding, which combined with the nearby flowpaths, will require further investigation.

4.18. Whilst Anglian Water have measures in place to deal with river water ingress into the local sewer system, early discussions are recommended to identify preferred connection solutions.

4.19. An area of 0.76ha of land is allocated for approximately 20 dwellings which is considered to be a reasonable area to allow for the constraints and infrastructure requirements noted above to be incorporated into the site layout and design, whilst also reflecting the context of the site.

0.76ha of land is allocated for approximately 20 dwellings.

The developer of the site will be required to ensure:

- **Vehicular access into the site to be from Cock Street only, with the existing site access onto the B1108 to be closed;**
- **On and off-site highway works to include improvements to the Cock Street/ B1108 junction, a frontage footpath along Cock Street and a pedestrian link through the site to create a linkage between Cock Street and Back Lane;**
- **Submission of an arboricultural survey to determine the condition of the central tree belt and to inform a site layout and design that incorporates these trees as far as possible, as well as the protection of these trees during the construction phase of development;**
- **Retention, protection and enhancement of the existing vegetation and mature trees along the south and west boundaries of the site in order to minimise the visual impact of the site and protect the setting of Sayer's Farm;**
- **Site layout and design to have regard to the nearby heritage assets with particular consideration to be given to the setting of The Cock Inn;**
- **A Phase 1 and Phase 2 contamination survey be undertaken to determine the presence of any on-site contamination resulting from the former garage use of the site and to identify appropriate remediation works.**
- **A site-specific Flood Risk Assessment addressing the high susceptibility to groundwater flooding and the nearby surface water flows.**

5. Barnham Broom, Kimberley, Carleton Forehoe, Runhall and Brandon Parva

Form and character

Barnham Broom

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

Kimberley & Carleton Forehoe

- 5.3. The settlement of Kimberley is located mid-way between Wymondham and Hingham. It is a scattered settlement which has developed adjacent to Kimberley Park although two main groups of development can be identified at Kimberley Street and Kimberley Green. Kimberley Street is an essentially linear development astride the B1108 whilst the development at Kimberley Green is loosely grouped around the green and the parish church. The parish also includes the settlement of Carleton Forehoe to the north. The parish is centred on the junction of the B1108 and B1135 which provides direct links to Norwich, Watton, Wymondham and East Dereham.

Brandon Parva, Coston, Runhall & Welborne

- 5.4. The parish is located in the north-west of the district. It has no single consolidation of development with the population located in four groups dispersed within an agricultural area. These are located at Runhall, Welborne Common, Brandon Parva and Coston. In addition there are isolated dwellings and farmsteads situated in the parish.

Services and Community Facilities

5.5. Barnham Broom has a good range of facilities including a primary school, village hall, pub, shop, and post office. Outside the village centre, the parish also contains Barnham Broom Golf & Country Club. There is a limited bus service to Norwich and Wymondham.

Settlement Limit

5.6. The Settlement Limit has been drawn in two parts to include the main built form of the settlement. There is a break in the Settlement Limit where agricultural land and woodland provide a rural setting for the village. As part of the preparation of this Plan two additional areas of land on Norwich Road have been incorporated into the Settlement Limit; however, these maintain physical separation between the two built up areas.

Site allocations

VC BB1

5.7. The site lies to the south-east of the crossroads formed by Norwich Road, Bell Road, Mill Road and Honingham Road. The site is well located for access to the services and facilities in the village, with the village shop and pub immediately adjacent and the primary school and village hall a short walking distance away, all of which are accessible via pedestrian footpath. A limited bus service also departs from outside of the site to Norwich and Wymondham.

5.8. Currently the junction adjacent to the site has poor alignment, particularly in terms of visibility for vehicles existing Bell Road, which have restricted visibility to the left/west, into Mill Road. Visibility is limited by the Village Store building, and there is unrestricted parking around the junction used by customers of the store and the nearby Bell Inn, as well as bus stops close by on Bell Road and Norwich Road. Currently there is no opportunity to improve the junction sufficiently within the existing highway to support additional development in the vicinity. As such, the development of this site will require the realignment of Bell Road through the site, to stagger the junction. This will also give the opportunity to create a focal public open space adjacent to the Village Store and improved parking arrangements. The site itself will be accessed from Bell Road, potentially from the element which has been realigned. Development of the site will also require the relocation of the existing bus stops, with replacement facilities to be provided.

- 5.9. Currently the site is visually well contained by mature trees and hedgerows on the road boundaries. Development of this site will inevitably lead to the loss of some of this vegetation, however arboriculture surveys will be required to ensure that any loss is minimised. Retaining and reinforcing planting to the east will help protect the setting of the adjoining farm buildings, which are a non-designated heritage asset, and on the southern boundary to contain the site within the wider landscape. The small group of trees towards the southern end of the site form a mature feature which should be assessed as part of an arboriculture survey of the site. Particular consideration will also need to be given to the form and layout of the open space on the northwest corner of the site, adjacent to the Village Store, balancing the need to create a sense of place in this prominent location, with the retention, where possible, of existing mature trees and hedgerows.
- 5.10. Pockets of surface water flood risk exist on both the eastern and western boundaries of the site and the design and layout of development will need to address this. The Stage 2 Village Clusters Strategic Flood Risk Assessment (SFRA) identifies several issues to be considered through a site-specific FRA, including any displacement of water due to flood mitigation measures, surface water storage and discharge rates and preparation of a Flood Warning and Evacuation Plan.
- 5.11. Early discussions with Anglian Water. are recommended regarding the capacity of the local Water Recycling Centre (WRC) to accommodate the cumulative development in the catchment, which may require the phasing of this site until the capacity is available.
- 5.12. An area of 1.40ha is allocated for approximately 40 dwellings, a scale of development that is considered to be reasonable to enable the alterations that are required to the existing road alignment as well as the provision of an area of open space within the boundaries of the site.

1.40ha of land is allocated for approximately 40 dwellings.

The developer of the site will be required to ensure:

- **Realignment of Bell Road to create a suitable staggered junction with Norwich Road, Honingham Road and Mill Road, to be agreed with the Highway Authority;**
- **Creation of a new area of focal open space in the north-west corner of the site, on the area of land between the realigned Bell Road and the existing road alignment;**
- **Relocation of the existing bus stops with suitable facilities;**
- **Arboricultural assessment of the existing trees and hedgerows around and within the site, with the aim of retaining these as far as possible within the requirements of a realigned Bell Road;**
- **Retention and reinforcement of the landscaping on the eastern boundary of the site, to retain the rural setting of the adjacent non-designated heritage assets, and on the southern boundary, to contain the site in longer views;**
- **A site-specific Flood Risk Assessment (FRA) and strategy, to inform the layout of the site, taking account of the issues identified in the Stage 2 VC Strategic Flood Risk Assessment;**
- **Early engagement with Anglian Water regarding the capacity of the receiving water recycling centre and the need to phase the site until capacity is available.**

6. Bawburgh

Form and character

- 6.1. Bawburgh is situated in the bottom of the Yare Valley between the B1108 and A47. Two distinct settlement groups have developed each side of the river. To the south of the river, frontage development extends along Church Street towards the church; more recent estate development is situated on Hockering Lane, with a detached group of dwellings further south beyond the village hall on Stocks Hill. To the north of the river, frontage development follows the line of New Road and Harts Lane, with another nucleus of dwellings to the west of the junction with Marlingford Road.
- 6.2. The central area of the village is designated as a Conservation Area in. The floodplain of the River Yare between the two 'sides' of the village has remained undeveloped. This contributes to the valley setting of Bawburgh.

Services and Community Facilities

- 6.3. Bawburgh has a range of facilities including the primary school, village hall and public house. There is a daily bus service to Wymondham.

Settlement Limit

- 6.4. The Settlement Limit is divided by the river which runs through the centre of the village. The northern section includes almost all dwellings on New Road and Harts Lane, including the small cluster of development at the junction with Marlingford Road. The southern section includes most buildings on Church Street and Hockering Lane, but excludes the church itself. The Settlement Limit has been extended to the south along Stocks Hill, incorporating both recent development to the west at Saint Walstan Meadow and established development to the east. There is also a small addition to the Settlement Limit adjacent to the northern boundary of the VC BAW1 allocation.

Site allocations

VC BAW1

- 6.5. The site is located east of Stocks Hill, adjacent to the southern boundary of the Bawburgh Conservation Area. Immediately to the west of Stocks Hill is the village hall and recreational ground, as well as some limited new residential development. The centre of the village lies to the north. Further to the east,

separated by agricultural land and vegetation is the A47 Norwich Southern Bypass. The site lies within the Norwich Southern Bypass Landscape Protection Zone. An existing pedestrian footpath provides a connection to the village school which is located on Hockering Lane, within 400 metres of the site.

6.6. The site is within a sensitive landscape setting and reflecting this a Landscape Appraisal will be required to inform the design and layout of the site. The site is in an elevated position within the River Valley and offers clear views to the east although existing vegetation screens views to and from the A47 and restricts views towards Norwich. Whilst development of the site will have a strong relationship with the existing form of the settlement, particularly the modern developments in closest proximity to the site, appropriate landscaping will be required on site to address the visual impact arising in long views towards it from within the wider landscape.

6.7. Bawburgh Conservation Area encompasses the central area within the village and extends as far south as the site boundary. Existing vegetation along the road frontage to the north of the site should be retained, as should the existing vegetation along the north boundary, as this contributes positively to the character of the area. The site layout and design, including landscaping and the choice of materials, should reflect the proximity of the site to the Conservation Area. In addition, archaeological finds north of the site mean investigation of the site may be required at the planning application stage, the details of which are to be agreed with the Historic Environment Service.

6.8. In highway safety terms development of the site is considered to be acceptable due to the proximity of the site to the local services and facilities, the width of the existing road carriageway at Stocks Hill and the existing pedestrian connectivity available from the site.

6.9. A significant surface water flowpath has been identified to the south of the site, draining into the River Yare to the east. The Lead Local Flood Authority has not raised a concern about development in this location however the drainage strategy for the site should take into consideration the presence of this flowpath.

6.10. The site is within the catchment of Whitlingham Water Recycling Centre (WRC) and the in-combination effects with development identified in the GNLP may require phasing of this site beyond the early years of the Plan. Initial discussions with Anglian Water have also indicated that there may be sewers

crossing the site and therefore early engagement between Anglian Water and the developer is also advised.

6.11. An area of 1.4ha of land is allocated for up to 35 dwellings. This is considered to be a reasonable site area to enable a scheme of an appropriate design and density to come forward in this location, reflecting the local sensitivities and constraints noted above.

Policy VC BAW1: Land east of Stocks Hill

An area of 1.4ha of land is allocated for up to 35 dwellings.

The developer of the site will ensure that:

- **The design, layout and landscaping of the site is informed by a landscape appraisal that seeks to minimise the visual impact of the development within the wider landscape, including in long views from the A47. The landscape appraisal shall be submitted as part of the planning application for the site;**
- **The design of buildings, including the use of materials, is to make a positive contribution to Bawburgh Conservation Area having regard to the Bawburgh Conservation Area Character Appraisal and Management Guidelines;**
- **The Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **Retention and protection of the existing road frontage vegetation along Stocks Hill to the north of the site, as well along the north and south boundaries, in order to maintain the character of the area and protect the amenities of existing and future residents;**
- **The drainage strategy for the site to have regard to the off-site surface water flowpath located to the south of the site, details to be agreed with the Lead Local Flood Authority;**
- **Early engagement with Anglian Water regarding the need to phase development within the catchment of Whitlingham Water Recycling Centre.**

7. Bressingham

Form and character

7.1. The parish contains a number of scattered settlements of which the largest are the part of Bressingham located on High Road and Bressingham Common located along Common Road. Both settlements are mainly linear in form and are separated and surrounded by large open fields. Both settlements are distinguished by many trees and hedgerows contributing greatly to their rural character and are afforded views across the Waveney Valley by the downward sloping land to the south.

Services and Community Facilities

7.2. Bressingham's primary school, village hall and recreation fields are all located around the High Road. Out of the village, Bressingham garden centre provides for some employment opportunities locally and there is a public house on the A1066. There are several, but infrequent bus services to Diss, Long Stratton and Bury St Edmunds.

Settlement Limit

7.3. The Settlement Limit has been drawn to include the two main built forms within Bressingham off Common Road and the Street, and to provide some limited infill within it without affecting the setting of 'The Grange' on High Road or the form and character of the settlement. The remainder of Bressingham is very dispersed and therefore unsuitable for the creation of a Settlement Limit without leading to significant development which would fundamentally alter the character of the area.

Site allocations

VC BRE1

7.4. The site lies east of School Road and south of High Road, opposite Bressingham Primary School. This site relates well to the central area of development in Bressingham and the services within it. Furthermore, the site also relates well to the existing development along School Road and is viewed within the context of this built form.

7.5. The site is well contained by the existing boundary hedgerows and trees. Frontage development of the site will result in the loss of the existing hedgerows

and trees along School Road. However, the hedgerows along the southern and western boundaries, which are identified as Priority Habitats, will need to be protected and enhanced through the development of the site. Enhancement of the existing landscaped boundary along the northern boundary of the site is also important in order to protect the amenities of existing and future residents.

7.6. The frontage of the site along School Road is located immediately to the north of Pine Tree Cottage, a Grade II listed building. To preserve views of Pine Tree Cottage from the north an area of open space is required in the south-west corner of the site, as identified in the supporting Heritage Impact Assessment (HIA).

7.7. For highways safety reasons on- and off-site highways works will be required. These include: frontage development facing onto School Road, localised carriageway widening along the site frontage and the provision of a frontage footway to connect with the existing pedestrian footpath at High Road. Local concerns have also been raised about parking issues associated with pick up and drop off at the adjacent school. Options to improve car-parking provision in close proximity to the school are limited. Therefore, to ensure the satisfactory functioning of the highway network, applicants will be required to undertake an assessment to determine the requirement for and deliverability of a school car park within the site in conjunction with Norfolk County Council, Bressingham Primary School and South Norfolk Council (in its role as Local Planning Authority) at the time of the planning application. Should this assessment demonstrate a deliverable need, land should be reserved within the site to facilitate this, and a proportionate contribution made to delivery.

7.8. Whilst recognising that existing surface water flows are contained to the highway and adjacent ditches, the Stage 2 VC Strategic Flood Risk Assessment (SFRA) identifies that future development and climate change could impact on existing flows. The drainage strategy for the site will need to demonstrate that there will be no increase in surface water flood risk as a consequence of the development of the site.

7.9. The allocation of a site of 2.06ha for up to 40 dwellings is considered to be appropriate and reflects the need to provide open space to maintain the setting of Pine Tree Cottage and provide an opportunity to include an overflow carpark for the school.

Policy VC BRE1: Land east of School Road

2.06ha of land is allocated for up to 40 dwellings.

The developer of the site will be required to ensure:

- **Frontage development onto School Road, with localised carriageway widening of School Road and the provision of a pedestrian footway along the site frontage to connect with the existing pedestrian footpath at High Road;**
- **To determine the requirement for and deliverability of a school car park within the site, to be agreed in conjunction with the Norfolk County Council (in its role as Highway Authority and Education Authority), the school and the Local Planning Authority, and include land within the development, and contribute proportionately, to deliver the scheme if a deliverable need is demonstrated;**
- **Protection and enhancement of existing hedgerows along the south and east boundaries of the site to integrate the site into its surroundings and the enhancement of the existing boundary to the north of the site to minimise the impact on the residential amenities of existing and future residents;**
- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **A site design and layout to protect and enhance the setting of Pine Tree Cottage through the inclusion of an area of open space in the south-west corner of the site, as well as appropriate landscaping.**

8. Brooke, Kirstead and Howe

Form and character

Brooke

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

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

Kirstead

8.3. Kirstead is a sparsely populated parish. It comprises individual dwellings and farms dispersed throughout, together with a concentration of linear development at Kirstead Green and Green Man Lane, set in attractive open countryside.

Howe

8.4. Howe is a sparsely populated parish. The development in the parish displays a scattered form and has been concentrated along Howe Green with a small number of individual farmhouses dispersed throughout the remainder of the parish.

Services and Community Facilities

8.5. Brooke has a range of social, community and recreational facilities including a pub, cafés, farm shop, village hall and the primary school. Employment opportunities are available at the industrial park, and there is a regular bus service between Norwich and Bungay, via Poringland.

Settlement Limit

8.6. The Settlement Limit for Brooke is in three parts. Within the main settlement itself, the boundary is divided into a western section around development along High Green and Norwich Road and an eastern section encompassing development along The Street. Parts of the centre of the village around the Meres and the Conservation Area around Brooke House have been specifically excluded. The third section of Settlement Limit is to the north of the main settlement and defines the Brooke Industrial Park employment area. A minor amendment to the Settlement Limit has been made at High Green (north of The Mallows Walk) as part of the review of the existing Settlement Limit boundaries.

Site allocations

VC BRO1

8.7. The site lies to the north of Brooke, on two parcels of land, either side of the B1332, Norwich Road. The site is well located for access to the services and facilities in Brooke, and for public transport on the main Norwich/Bungay bus route, for access to the full range of services/facilities.

8.8. Land to the west of Norwich Road is contained between the heavily vegetated grounds of Brooke Lodge to the north and part of the completed housing allocation from the 2015 Local Plan to the south. To the rear (west) the site is open to the remainder of the existing agricultural field. Land to the east of Norwich Road lies to the north of the remainder 2015 Local Plan allocation, but is largely open to the road frontage and wider countryside on the other boundaries. As such the western part of the site is visually well contained on the Norwich Road frontage by the vegetation in the grounds of Brooke Lodge. However, there is no existing screening to the rear (west) of the site and this aspect will be visible from nearby footpaths Brooke FP2/Howe FP6 and Brooke FP4/Howe FP5. To the east the site is much more open in the landscape, with no existing screening to either the north or east and will be clearly visible from Entrance Lane and nearby footpath Brooke FP3. As such, careful consideration will need to be given to the open aspects of these sites, to ensure that there is a successful containment and integration with the wider countryside. Mature trees on the furthest west site boundary and in the grounds of Brooke Lodge will require protection.

8.9. Whilst the site extends the village northwards, rather than along the east/west access axis that has been the more traditional direction for growth, the

development will be contained on the west by Brooke Lodge and to the east by landscape reinforcement of the existing field boundary. The listed Brooke Lodge, to the north, is screened from potential development by the level of vegetation in the grounds. Brooke Conservation Area lies to the south; however, the Heritage Impact Assessment (HIA) concludes that distance and intervening development mean the site is already visually disconnected and therefore will not have an impact on this designated heritage asset. Frontage development is the preference to Norwich Road, which continues the form and character of the locality.

- 8.10. As the site sits either side of Norwich Road, access arrangements will need to ensure there is both safe access to the sites themselves, and that a safe flow of traffic is maintained on B1332. As such the preferred highways solution is a roundabout that links the two sites; a crossroads would not be acceptable, and a staggered junction may not be achievable within the available site frontages. The current layby is within the highway and will help accommodate the junction arrangements. A roundabout would also have the effect of calming speeds into the village, which is currently the transition from the national speed limit to the 30mph limit. Any alternative solution would need to be agreed with the Highway Authority at the time of any planning application.
- 8.11. Footways will be required across the site frontages on both sides of Norwich Road, connecting to the existing footways that already provide good access to the main facilities in the village. On the western side this would also connect to footpath BrookeFP2/Howe FP6, which runs along the northern boundary of the site; the footpath will need to be appropriately incorporated into the design/layout of the development to ensure that it remains safe and convenient to use. In addition, a crossing point will be required on Norwich Road so that there is safe pedestrian route to the primary school from the eastern part of the allocation.
- 8.12. The Stage 2 VC Strategic Flood Risk Assessment (SFRA) indicates that there is a potential for ponding in the Norwich Road frontage of the western part of the site, which will need to be taken in to account as part of the access arrangements and layout of development. A site specific FRA will be required, to demonstrate that the site is not at an increased risk of flooding in the future, that the development of the site does not increase the risk of surface water flooding on the site and to neighbouring properties and how the natural flood storage provided by the pre-developed site is preserved.

8.13. The allocation of a site of 2.2ha for up to 50 dwellings allows for development of an appropriate scale and density to reflect the edge of settlement location and the provision of a roundabout junction on the B1332.

[Policy VC BRO1: East and West of the B1332, Norwich Road](#)

2.2ha of land is allocated for up to 50 dwellings.

The developer of the site will be required to ensure:

- **Access to the site is via a roundabout junction on the B1332, unless otherwise agreed with the Highways Authority;**
- **Footways are provided to the Norwich Road frontages, connecting to existing provision and, on the western side, to footpath Brooke FP2;**
- **Inclusion of footpath Brooke FP2 within the layout of the development, to ensure it is safe and convenient to use;**
- **A crossing point on the B1332 which secures a safe pedestrian route between the eastern part of the site and Brooke Primary School;**
- **A site-specific Flood Risk Assessment (FRA) and strategy, to inform the access arrangements and layout of the site, which has regard to the Stage 2 VC Strategic Flood Risk Assessment (SFRA);**
- **Landscaping to the boundaries with the open countryside which successfully contain the impact of development and integrates the site with the wider countryside;**
- **Protection of the mature trees both on the site boundaries and immediately outside of the site;**
- **Frontage development to Norwich Road, consistent with the form and character of the area.**
- **Historic Environment Record is consulted to determine the need for any archaeological surveys prior to the development.**

9. Bunwell

Form and character

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

Services and Community Facilities

9.2. Bunwell Street has a range of facilities, including local employment opportunities. The primary school, village hall and recreation fields are located separately at The Turnpike. There are limited bus services to Norwich, Wymondham, East Harling, Diss and Wreningham.

Settlement Limit

9.3. The Settlement Limit has been drawn to include the main built form of the settlement and includes the two small allocations made within the 2015 Local Plan; land north of Bunwell Street and land at The Turnpike. An additional area of development at Smockmill Close, north of Bunwell Street, has also been incorporated into the updated Settlement Limit. The Settlement Limit covers most development in Bunwell Street but is split at Lilac Farm where farm buildings are excluded. There are additional Settlement Limits at Old Turnpike (by the school), The Turnpike and Little Green.

Site allocations

VC BUN1

9.4. The site is located to the east of the village, adjacent to the 2015 allocation site (BUN1) which, at the time of preparing this policy, is currently under construction. To the south and west of the site is existing residential

development whilst to the north and east is agricultural land. The site forms a gateway into Bunwell on approach from the east. A Public Right of Way (Bunwell FP2) runs parallel to the site, adjacent to the eastern boundary. The site relates well to the village and its existing facilities and services which are fully accessible by pedestrian footpath, including the primary school, village hall and recreation ground.

9.5. Bunwell is a predominantly linear settlement with small pockets of development in evidence, including most notably south of Bunwell Street opposite the site. The adjacent development to the west (2019/1542) is relatively low density comprising 9 detached dwellings in a tandem form of development. In this context the depth of the site within the landscape and the visual impact of further development on the streetscene is acceptable. The existing site is level with minimal landscaping, affording clear views across the fields to the north. Whilst development of the site will inevitably have a visual impact, new development in this location will be of modest scale and viewed within the context of the existing settlement. Boundaries that avoid the creation of a harsh settlement edge will be required for the north and east boundaries to improve the assimilation of the site into the adjoining countryside, particularly in public views from the local footpath network. Boundaries that result in a feeling of enclosure along Bunwell FP2 should be avoided. Landscaping of the site will also play a significant role in mitigating the visual impact of development and integrating the site into the wider countryside.

9.6. The site benefits from a frontage along Bunwell Street from which direct vehicular access can be achieved. Discussions with the Highways Authority have indicated that in highway safety terms the site is acceptable. Highway mitigation measures associated with the delivery of this site include the provision of a footway along the site frontage and consideration being given to an extension of the existing 30mph speed limit adjacent to the site.

9.7. The Lead Local Flood Authority (LLFA) have advised that a small area of ponding exists in the north-east corner of the site however this may be addressed through an appropriate layout and drainage strategy at the application stage.

9.8. Due to the potential presence of Anglian Water infrastructure across the site, the limited connection potential the current vacuum sewer system and the possible need to phase development connecting to the Forncett Wastewater Recycling

Centre, developers are advised to engage with Anglian Water at any early stage in the design process. The site is in an area identified as being within Groundwater Source Protection Zone 3. Site developers will be required to liaise with the Environment Agency to ensure that water quality is not adversely affected however this does not preclude development of the site.

9.9. An area of 1.04ha of land is allocated for approximately 15 dwellings. This is considered to be an appropriate area of land to deliver the standard infrastructure on site, incorporate appropriate landscaping to integrate the site into the wider landscape and respond to the density of the adjoining development to the west of the site.

Policy VC BUN1: Land to the north of Bunwell Street

1.04ha of land is allocated for approximately 15 dwellings.

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

- **The site layout and design responds to the gateway location of the site, with particular emphasis given to the landscaping of the site and the inclusion of appropriate boundary treatments along the north and east boundaries, to integrate the site with the wider countryside;**
- **In the interests of highway safety on and off-site highway works will include a footway along the site frontage and consideration being given, in liaison with the Highways Authority, to the extension of the existing 30mph Traffic Regulation Order (TRO) on Bunwell Street;**
- **Early engagement with Anglian Water to identify possible infrastructure crossing the site, the capacity to connect to the current vacuum sewer system, as well as the need to determine the capacity of the receiving Water Recycling Centre (WRC), and the consequent potential need to phase the site until capacity is available.**

VC BUN2

9.10. The site lies towards the eastern end of the settlement, within an existing small landscape gap between two sections of the linear development which characterises Bunwell. Currently the allocation site forms a gateway to a large parcel of agricultural land that continues to the north and north-east of the site. Adjacent to the west of the site is a small, recently constructed, residential development (Smockmill Close); linear residential development continues to the

east, whilst opposite the site is a commercial site with large industrial units that are set back from the road frontage providing an open aspect to Bunwell Street. The site has a strong relationship with the village and its existing facilities, all of which are accessible via the existing pedestrian footpath, including the primary school, village hall and recreation ground which lie to the east of the site.

9.11. The existing landscape gap provides an element of relief within the streetscene, providing open views across the wider agricultural landscape to the north-east. The flat topography of the site, combined with the distant wooded areas to the north result in long views from Bunwell Street at present. However, the road frontage is limited in width and is constrained by existing residential development to the east and west. As such, the significance of this gap as well as its value within the streetscene is limited by these factors. Long distance views back towards the site from Public Rights of Way Bunwell FP1 and FP2 to the north and east will not be significantly impacted as the new development will be seen in the context of the existing built form of the settlement. Bunwell FP5 emerges onto Bunwell Street directly opposite the site and therefore there will be some visual impact experienced by the users of this footpath. To address this, as well as to protect the residential amenities of the occupiers to the east, the allocation policy requires an area of open space to be incorporated into the site layout within the eastern section of the site. This area of open space will also ensure that some limited views across the wider landscape are retained. If possible whilst ensuring highways safety, the existing frontage hedgerow along this section of the site frontage should be protected and retained.

9.12. The site benefits from a road frontage and good connectivity. Discussions with the Highways Authority have indicated that on and off-site highway works will need to include the provision of a pedestrian footpath along the site frontage to connect with the existing footpath as well as localised carriageway widening of Bunwell Street.

9.13. There are a number of designated heritage assets, including Listed Buildings, within close proximity of the site. Currently there are views of The Cottage across the site from Bunwell Street, whilst these will be reduced the retention of agricultural land between The Cottage and the site will ensure that some of the rural setting of the building will be retained. Development on the site will be required to respond sensitively to the presence of this heritage asset including through sensitive layout and design, the use of appropriate materials and incorporating appropriate landscaping to the north of the site. Whilst Lilac Farm

lies opposite the site it is offset and set back within its plot. It is also viewed within the context of the adjacent commercial site and as noted in the supporting Heritage Impact Assessment is not considered to be significantly impacted by VC BUN2

9.14. The site is identified as being with Groundwater Protection Zone 3, which would not preclude development, but early liaison with the Environment Agency regarding the protection of water quality.

9.15. An area of 1ha of land is allocated for approximately 20 dwellings. This is considered to be an appropriate area of land to deliver the standard infrastructure on site and appropriately address the constraints identified above.

[Policy VC BUN2: Land opposite Lilac Farm, Bunwell Street](#)

1ha of land is allocated for approximately 20 dwellings.

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

- **Site layout and design includes an area of open space to the east of the site to protect the residential amenities of existing and future occupiers, and to retain some long views across the site to the north and north-east;**
- **Site layout and design to respond appropriately to the designated heritage asset to the north-west of the site (The Cottage) including through the use of appropriate materials, landscaping and boundary treatments;**
- **On and off-site highway works to include the provision of a pedestrian footpath along the site frontage and localised carriageway widening of Bunwell Street.**
- **Early engagement with Anglian Water (AW) regarding the capacity to connect to the current vacuum sewer system, as well as the need to determine the capacity of the receiving Water Recycling Centre (WRC), and the consequent potential need to phase the site until capacity is available.**

10. Burston, Shimpling and Gissing

Diss and District Neighbourhood Plan

- 10.1. The Diss and District Neighbourhood Plan covers an area that includes the following settlements that are, or form part of, a South Norfolk Village Cluster: Burston, Shimpling, Diss, Roydon and Scole.
- 10.2. The Diss and District Neighbourhood Plan is being prepared by a steering group working on behalf of Diss Town Council (as the Qualifying Body) and Burston & Shimpling, Roydon, and Scole Parish Councils. The Neighbourhood Plan area also includes Brome & Oakley, Palgrave and Stuston parishes within Mid-Suffolk District. The Neighbourhood Plan was submitted to South Norfolk Council and Mid-Suffolk District Council in July 2022 and was published for consultation under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012 between November and December 2022. Once its independent examination is complete the Neighbourhood Plan is expected to be adopted as part of the Development Plan.
- 10.3. The proposed Diss and District Neighbourhood Plan includes site allocations for residential development, based upon housing requirements for different areas as set out in the Greater Norwich Local Plan (GNLP).
- 10.4. A minimum housing requirement of 25 homes for the Burston, Shimpling and Gissing cluster, 25 homes in the Roydon Cluster and 50 homes in the Scole Cluster is identified in this Plan. This reflects the proposed allocation within the submitted Diss and District Neighbourhood Plan. These will contribute to the GNLP requirement for the South Norfolk Village Clusters.
- 10.5. Details of the proposed Diss and District Neighbourhood Plan can be found on South Norfolk Council's website at:
www.southnorfolkandbroadland.gov.uk/ddnp.
- 10.6. Further information is also available at the Diss & District Neighbourhood Plan website, here: www.ddnp.info.

Form and character

Burston & Shimpling

- 10.7. Burston comprises the village and outlying hamlets of Mill Green and Shimpling. A further group of dwellings is located at Audley End.
- 10.8. Burston has developed mainly along Diss Road, Crown Green and Station Road and is centred round two village greens. The western half comprises relatively modern detached dwellings in contrast to the eastern side which is mainly semi-detached ribbon development. Crown green, Church green and the open areas leading into Higdon Close form an attractive centre to Burston. There are several notable old buildings which form part of the designated Conservation Area extending along Diss Road and Mill Road. The surrounding countryside comprises mainly open fields bordered by low hedges and scattered trees.

Gissing

- 10.9. The parish of Gissing comprises two main settlements at Upper Street and Lower Street, separated by a large, farmed area of former parkland. With the exception of a cluster of buildings at Mill Green, the remainder of the parish is sparsely populated, containing farmsteads and some isolated rows of dwellings.

Services and Community Facilities

- 10.10. The cluster's primary school is centrally located in Burston, which also houses a pub and a recreation field. Another pub is found in Gissing. Both villages have a limited bus service to Norwich and Diss.

Settlement Limit

- 10.11. The Settlement Limit has been drawn to provide for the consolidation of much of the built form of Burston, allowing for limited infill development within it. The Settlement Limit excludes the areas considered to form attractive features of the village which include Crown Green and Church Green and their respective settings. The boundary also excludes the outlying settlements, although should the Mill cease to operate this could provide a suitable brownfield redevelopment opportunity.

11. Carleton Rode

Form and Character

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

Services and Community Facilities

- 11.3. The primary school is located to the south of the village, opposite the church, while the social club and playing field are to the west of the village on Mill Road. Carleton Rode has a limited bus service to Norwich, Diss and East Harling.

Settlement Limit

- 11.4. The Settlement Limit has been drawn to include the main built form of the settlement and include the allocation made within the 2015 Site Allocations Plan. The proposed Settlement Limit covers most development along Rode Lane/Flaxlands Road and separates the main village from the Church Farm cluster where open countryside is prominent.

Carried forward allocations

VC CAR1

- 11.5. Previously called CAR1, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. The site benefits from planning permission for 3 dwellings (2017/2092) and is also currently subject to an

updated application, also for 3 dwellings (2022/0653). The 2022/0653 planning application is pending determination subject to a resolution to the wider ongoing issue of nutrient neutrality. This site extends the development boundary to the west of Rode Lane and mirrors the location of the existing houses on the opposite side of the road.

Policy VC CAR1: Land west of Rode Lane

0.3 hectares is allocated for housing and associated infrastructure for approximately 3 dwellings. This site is expected to be built out in accordance with the existing planning permission (2017/2092). Any new planning permission, other than the approval of reserved matters applications in line with the existing outline, will need to ensure the following:

- **Dwellings which are limited to 1 or 1½ storeys to reflect the scale of the dwellings immediately to the north of the site on Rode Lane;**
- **A layout and design that has regard to the setting of Flaxlands Farmhouse to the north-east of the site;**
- **Appropriate boundary treatments to the south and west boundaries of the site to reflect the rural context and edge of settlement location of the site.**

12. Dickleburgh

Dickleburgh Neighbourhood Plan

- 12.1. The Dickleburgh and Rushall Neighbourhood Plan is being prepared by the Dickleburgh and Rushall Neighbourhood Plan Steering Group. The Neighbourhood Plan will include site allocations for residential development, based upon housing requirements for different areas as set out in the Greater Norwich Local Plan (GNLP).
- 12.2. A minimum housing requirement of 25 homes has been identified for the Dickleburgh cluster is identified in this plan.
- 12.3. The emerging Dickleburgh and Rushall Neighbourhood Plan intends to identify a proposed site to deliver this minimum requirement. As of December 2022, the Neighbourhood Plan is yet to progress to the statutory, pre-submission consultation stage, as required by Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. However, extensive preparative works have been undertaken, including preparation of a Strategic Environmental Assessment and a Habitats Regulations Assessment. Once adopted the Neighbourhood Plan will form part of the adopted Development Plan for South Norfolk.
- 12.4. Further details relating to the Dickleburgh and Rushall Neighbourhood Plan can be found at the Parish Council's website, here:
www.dickleburghandrushallpc.org.uk/neighbourhood-plan

Form and character

Dickleburgh and Rushall

- 12.5. The main concentration of development within the parish is based along the former A140. There are also smaller rural communities at Rushall and Langmere. Individual dwellings and farmsteads are dispersed throughout the remainder of the parish.
- 12.6. The historical centre of the village has developed along The Street and is characterised by buildings close to the road. More recent development has extended the built-up area both north and south along the former A140 with further developments eastwards along Rectory Road and Harvey Lane. Immediately to the north of the main part of the village is an area of development at Dickleburgh Moor, a small detached ribbon of development along the west

side of Norwich Road. A number of estate developments have taken place in between Rectory Road and Harvey Lane. The A140 by-passes the village to the west providing links to Norwich to the north and Ipswich to the south, as well as Diss via the A1066.

Services and Community Facilities

12.7. Dickleburgh has a range of social, recreational and community facilities including a village hall, recreation field, shop, post office, pub, chip shop and primary school. Rushall also has a pub. Both villages are served by a limited bus service to Diss and Long Stratton. Dickleburgh has a further limited bus service to Norwich.

Settlement Limit

12.8. The Settlement Limit has been drawn to include the main built form of the settlement, but specifically excludes the grounds of All Saints Church and the Rectory, the allotment gardens on Chapel Road and the recreation ground on Harvey Lane because of their contribution to the form and character of the village. In addition, no boundary has been drawn around the detached ribbon development at Dickleburgh Moor as further residential development would be detrimental to the rural character of the area. The Settlement Limit extends around the main settlement which includes the allocated land north of Harvey Lane made within the 2015 Site Allocations Plan.

13. Ditchingham, Broome, Hedenham and Thwaite

Form and character

Ditchingham

- 13.1. Development within the parish has been concentrated along Loddon Road, Norwich Road, Station Road and Thwaite Road to form the established village of Ditchingham. Abutting the village to the east is the village of Broome. To the south of the parish at Ditchingham Dam is a small area of development which is contiguous with the built-up area of Bungay lying largely within the Broads Authority area and includes the large development on the former maltings sites. Development within the remainder of the parish comprises of individual dwellings and farmsteads.
- 13.2. The village has developed a nucleated settlement form largely as a result of substantial post-war development. The majority of this growth has taken the form of estate development between Thwaite Road and Loddon Road. An area of 1950s Tayler and Green housing at Windmill Green and Scudamore Place makes a significant contribution to the character of the village and is now a Conservation Area. The A143 runs across the south of the parish linking with Beccles and the A146 to the east and Harleston, the A140 and Diss to the west. The B1332 provides a link to Norwich, whilst local road and pedestrian facilities provide easy access to Bungay.
- 13.3. The village lies close to the Broads, and a large area of the southern part of the parish lies within the Broads Authority area.

Broome

- 13.4. Development within the parish has been along Yarmouth Road and Sun Road in a linear form with an isolated group of development at Broome Street. Elsewhere the parish displays a dispersed settlement pattern comprising individual dwellings and farmsteads. The south-western end of the village merges with development at Ditchingham so that there is no clear distinction between the two settlements at this point.
- 13.5. The village is set in attractive open countryside within the Waveney Valley. Broome Heath, a County Wildlife Site, lies to the north of Yarmouth Road and the undeveloped nature of this side of Yarmouth Road provides an open aspect which contributes significantly towards the rural character of the village. The

A143, which by-passes the village, provides a link to Harleston and Diss to the south-west and Beccles and Great Yarmouth to the north-east, as well as Lowestoft via the A146. Local road and pedestrian links provide easy access to Bungay to the south, whilst the nearby B1332 provides a link to Norwich to the north.

13.6. Part of the parish lies within the Broads Authority area.

Hedenham

13.7. Hedenham is a sparsely populated parish. It mainly comprises individual dwellings and farms with a small concentration of development on Church Road. The settlement is set in attractive open countryside interspersed with small wooded areas and is partly situated on the south slope of a small valley bounded to the east by Hedenham Park giving a rural character. The settlement is characterised by traditional cottages with some Tayler and Green housing at Smiths Knoll and both Hedenham Hall and Ditchingham Hall with their associated parklands form an attractive area of historic parkland.

13.8. Hedenham has had a designated Conservation Area since 1994.

Thwaite

13.9. The main concentration of development within the parish has taken place along Bungay Road towards the church. Individual dwellings and farmsteads are sparsely distributed throughout the remainder of the parish. The agricultural nature and the open countryside all emphasise the rural character of the area.

Services and Community Facilities

13.10. The cluster has a range of social, recreational and community facilities including a village hall, recreation field, shop, post office, pub, restaurant and primary school. The cluster is also home to several employment uses across different sectors. Hedenham has a limited bus service to Norwich and Bungay. Broome has a semi-regular bus service to Diss, Bungay, Beccles and Yarmouth. Ditchingham is included on all of these bus routes.

Settlement Limit

Ditchingham

13.11. The Settlement Limit has been drawn to include the main built form of the settlement, and to include the land to the north of Rider Haggard Way previously

allocated in the 2015 Local Plan. An additional area of land promoted as part of the Plan process on land north-west of Lambert's Way has been assessed and incorporated into the updated Settlement Limit.

Broome

13.12. The Settlement Limit has been drawn to include the existing linear pattern of development in the settlement and to include the allocations made on the Old Yarmouth Road within the 2015 Local Plan.

Hedenham

13.13. The Settlement Limit has been drawn around the area of Smiths Knoll to allow for limited sensitive infill only due to the limited facilities available and character of the Conservation Area.

Site allocations

VC DIT1

13.14. The site is located to the north-east of the village, immediately north of the 2015 allocation site DIT1. DIT1 is currently under construction. A Public Right of Way (PROW), Ditchingham FP5, runs north-south, parallel to the east boundary of the site. Ditchingham Church of England Primary Academy is located within 100 metres of the site and the site is well connected to the other existing services and facilities within the settlement. Regular bus services connect residents of Ditchingham with Bungay to the south and Norwich to the north.

13.15. The site lies within a larger agricultural field and is bound to the east, south and west by residential development. Wider views of the site are limited due to the presence of a substantial tree belt along the northern perimeter of the wider field, as well as existing vegetation to the east along Thwaite Road. Although the site lies within a River Valley setting it has a strong relationship with the existing built form of the settlement and will not have an adverse landscape impact.

13.16. Access to the site will be via Hamilton Way to the south with additional pedestrian connectivity provided to Ditchingham FP5. The site layout and design, including infrastructure and connectivity, should maximise opportunities to respond to the adjacent development site (2019/1925). Particular regard

should be given to the amenities of both existing and future residents along all of the site boundaries.

13.17. Discussions with the Lead Local Flood Authority have identified an area of the site that is at risk of flooding during the 0.1% AEP flood event. In conjunction with the promoter of the site the site area has been amended to minimise the impact of this constraint. It is noted that the identified surface water flowpath contributes to a wider off-site flowpath and the drainage strategy for the scheme will need to respond to this appropriately. A site-specific Flood Risk Assessment will be required, with consideration given to the key issues identified in the Stage 2 VC Strategic Flood Risk Assessment (SFRA).

13.18. Anglian Water (AW) has advised that their infrastructure may cross the site and the developer is encouraged to enter into early engagement with AW regarding this potential constraint. VC DIT1 is in addition to the 2015 Local Plan allocations in Ditchingham and Broome, and the cumulative impact of recent and planned growth may require phasing of VC DIT1 to allow for upgrades to Ditchingham Water Recycling Centre.

13.19. The Minerals and Waste Authority has identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.

13.20. An area of 1.56ha of land is allocated for up to 35 dwellings, a scale of development that is considered to be acceptable within the context of the surrounding built form and sufficient to deliver the required standard infrastructure whilst addressing the constraints addressed above.

[Policy VC DIT1: Land at Thwaite's and Tunneys Lane](#)

1.56ha of land is allocated for up to 35 dwellings.

The developer of the site is required to ensure:

- **Vehicular access to the site to be via Hamilton Way with pedestrian connectivity to Ditchingham FP5 to be created;**
- **Site layout and design to respond to the existing built forms adjacent to the site, including in terms of building height and massing, safeguarding**

the residential amenities of existing and future residents and maximising opportunities for connectivity;

- **Early engagement with Anglian Water (AW) to identify possible infrastructure crossing the site and the need to phase the site for possible upgrades to the Ditchingham Water Recycling Centre;**
- **Protection of the mature trees on the site boundaries and outside the site during the construction phase of development**
- **A site-specific Flood Risk Assessment (FRA) to demonstrate that the site is not at an increased risk of flooding in the future, that the development of the site does not increase the risk of surface water flooding on the site and to neighbouring properties, and how the natural flood storage provided by the pre-developed site is preserved.**

14. Earsham

Form and character

- 14.1. Earsham is located within the Waveney Valley approximately 1km south-west of Bungay and in close proximity to the Broads. The main area of development in the parish lies to the south of the modern A143 along The Street. Development elsewhere in the parish is of a scattered and sporadic nature.
- 14.2. The main built-up area of Earsham was originally based along the line of The Street with the core of the village centred on the crossroads of The Street and Station Road. Significant post-war development has resulted in a more nucleated settlement form. Earsham has good links, via the A143 with Beccles and Lowestoft to the east, and Harleston and Diss to the west, and to Norwich via the B1332. Part of the parish, to the north of the A143 bypass, lies within the Broads Authority area.

Services and Community Facilities

- 14.3. The settlement has a range of commercial, social and community facilities including a primary school, pub and village hall. Earsham is in close proximity to Bungay which provides a large range of social and community facilities. There is a regular bus service to Bungay, Beccles, Diss and Yarmouth.

Settlement Limit

- 14.4. The Settlement Limit includes the main built form of the settlement and includes the new development at Granary Close, formerly the EAR1 allocation in the 2015 Local Plan.

Site allocations

VC EAR1

- 14.5. The site is located to the east of Earsham and adjacent to Earsham CEVA Primary School which abuts the northern boundary of the site. To the east of the site is the River Waveney, with the site lying within an area identified as the River Valley Landscape. A Public Right of Way (PROW), Earsham FP9, also lies to the east of the site, midway between the site and the River Waveney, and affords views back towards the settlement. The site relates well to the existing services and facilities within the village, including the primary school, village hall and public house.

- 14.6. Supporting evidence in the form of a Heritage Impact Assessment (HIA) and a Landscape Visual Appraisal (LVA) have considered the impact of the site on both heritage assets and the landscape. The impact of development on the significance of the setting of both The Close and All Saints Church has been assessed and is considered to be acceptable. Archaeological finds located in proximity to All Saints Church may extend closer to the site and liaison with the Historical Environment Service will be required as part of the planning application process. Some intermittent long views of the site may be visible within the wider landscape, however with appropriate design and landscaping the visual impact of the site can be reasonably mitigated. These design solutions may include lower density development within the eastern section of the site.
- 14.7. Early highways concerns about the site have been addressed by enlarging the site boundaries to include the vicarage and its curtilage. Discussions have focussed on the removal of the existing dwelling and associated outbuildings to secure an appropriate vehicular access into the site and support an allocation of up to 25 dwellings. To preserve highway safety by improving visibility and to improve the existing pedestrian footpath it is likely to be necessary to remove the existing frontage hedgerow along this part of School Road.
- 14.8. Land further to the east of the site comprises floodplain associated with the River Waveney. However, the boundaries of VC EAR1 do not extend into this area and no concerns have been raised either by the Lead Local Flood Authority (LLFA) or within the supporting Stage 2 Strategic Flood Risk Assessment (SFRA). However, due to the overall site area and in accordance with current requirements, a flood risk assessment (FRA) will be required alongside any planning application for the site. This will inform specific proposals for the site.
- 14.9. A site area of 1.3ha has been allocated for up to 25 dwellings. This is considered to be an appropriate density for this edge of settlement site whilst taking into consideration the identified constraints, including the visual impact of development in this location.

Policy VC EAR1: Land east of School Road

1.3ha of land is allocated for up to 25 dwellings.

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

- **Design and layout of the site responds to the landscape and heritage sensitivities identified in the supporting Heritage Impact Assessment and the Landscape Visual Appraisal;**
- **Landscaping of the east boundary to minimise the visual impact of the development on views towards the site from the east and to reflect the edge of settlement location;**
- **Protection and reinforcement of the Priority Habitat hedgerow along the south boundary of the site;**
- **Historic Environment Record is consulted to determine the need for any archaeological surveys prior to development;**
- **On and off-site highways works to include localised improvements to the existing pedestrian network, as well as improvements to the existing highway visibility along the site frontage.**

15. Forncett St Mary and Forncett St Peter

Form and character

15.1. Forncett St Mary and Forncett St Peter are both linear in form and have developed along Aslacton Road/ Low Road which follows the line of the Tas Valley. The buildings comprise mainly farms and cottages interspersed with open fields and more recent development. The majority of new development has taken place at Forncett St Peter. A Conservation Area is drawn around most of the settlements and numerous listed and historic buildings feature within it. The undeveloped flood plain of the River Tas valley is located to the east.

Services and Community Facilities

15.2. The cluster's school is in Forncett St Peter, with Forncett St Mary housing the village hall. There is a limited bus service to Norwich and Diss.

Settlement Limit

15.3. The Settlement Limit has been drawn around the cluster of linear development at Forncett St Mary, leaving the more dispersed outlying areas outside and around the existing built-up area of Forncett St Peter. This is to prevent the linear spread of the settlement into the surrounding valley landscape. The Settlement Limit as defined for these settlements allows for limited infill development, maintains the space between the two villages and conserves the rural character of the area.

16. Gillingham, Geldeston, and Stockton

Form and Character

Gillingham

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

16.2. The village is set in the Waveney Valley and adjacent to the Broads, and open views out from the village make an important contribution to its rural character. The southern fringes of the parish lie within the Broads Authority area. The attractive area around Gillingham Hall and its park was designated as a Conservation Area in 1994. The parish is well served by the A146 (providing direct links to Beccles, Lowestoft, Loddon and Norwich) and the A143 (access to Bungay, Gt Yarmouth, and to the A140 and Diss).

Geldeston

16.3. The main concentration of development is around Geldeston Hill and The Street, with a small detached cluster at West End and isolated Dockeney and Dunburgh Hill. The village has developed in a linear form along The Street with a small post-war council housing estate, The Kells, having been developed by Tayler & Green to the west of Geldeston Hill. Some infill development has occurred along The Street. The A143 to the north of the parish provides a direct road link to Bungay, the A140 and Diss to the west and Beccles and Great Yarmouth to the east and to Lowestoft and Norwich via the A146. Much of the parish to the south of the village lies within the Broads Authority area.

Stockton

16.4. Stockton is a sparsely populated parish consisting mainly of individual dwellings and farms set in open countryside. There is a small cluster located around the Church. The A146 runs through the parish and provides direct access to Norwich and Beccles. The A143 in the south provides access to Bungay.

Services and Community Facilities

16.5. The cluster has a range of social and community facilities comprising a primary school, village hall and motel in Gillingham and a village hall and pub in Geldeston. Gillingham has a regular bus service to all local towns. There is a more limited bus service in Geldeston, to Diss, Bungay, Beccles and Yarmouth. There is a petrol station, with a convenience store, and fast-food restaurants to the north at the A146/A143 roundabout, which have a direct pedestrian/cycle link from the village.

Settlement Limit

Gillingham

16.6. The Settlement Limit is in two parts. The first includes the main built form of the settlement. The second part is around the school and adjoining housing, an area which has been extended to include the recent development at Daisy Way, which was allocated in the 2015 Local Plan.

Geldeston

16.7. The Settlement Limit has been drawn to include the two main built-up forms of the settlement along The Street and The Kells, including the small allocation west of Kells Way made within the 2015 Local Plan. The boundary also includes a small cluster of dwellings east of Geldeston, off The Street.

Site allocations

VC GIL1

16.8. The site lies to the south of a detached area of existing residential development and Gillingham St Michael's Primary School, south of Geldeston Road/The Street, at the western end of the village. The site is well located for the local services, including a newly created pedestrian and cycle route to services at the A143/A146 junction, and buses on the main Norwich/Beccles route. Main facilities in Beccles are also within a reasonable cycling distance of the site.

16.9. It is proposed that there is a single vehicular point of access from the recently completed Daisy Way development. This recent development provides a suitable access onto The Street, and localised improvements have been implemented along the site frontage. Footpath Gillingham FP12 currently runs diagonally (north-west/south-east) across the western end of the site; although

the path appears to have been informally diverted around the field margins, the official route will either need to be incorporated into the design and layout of the scheme or will require formal diversion. This will also connect the site into Footpath Geldeston FP8, which runs south to Kings Dam.

16.10. The site will require a comprehensive approach to landscaping, reflecting the fact that there is only existing development on the northern boundary. Whilst largely contained in the wider landscape, the more localised impacts development could be significant. A landscaping scheme has been agreed for the existing GIL1 allocation (application ref. 2019/1013) and consideration will need to be given as to how this is carried forward under proposals for this allocation. The western boundary of the site has some established vegetation that will require protection and enhancement as necessary. Careful consideration will need to be given to the southern and eastern boundaries, which are open to the remainder of the wider field and adjoining paddocks. Particularly important will be consideration of views from the Broads Authority area to the south, at Kings Dam and beyond, and from the public rights of way Geldeston FP8 and Gillingham FP12. Consequently, a full Landscape Assessment will be required to accompany any planning application(s) for the site.

16.11. At the Regulation 18 stage of the VCHAP the site boundaries were drawn further to the east and included areas within Flood Risk Zones 2 and 3a and tidal flooding. Following the outputs of the Stage 2 Strategic Flood Risk Assessment (SFRA), the site boundaries were moved further east. However, this also incorporates areas at both surface and fluvial (Zones 2 and 3a) flood risk in the south-western corner and a remaining small area of tidal flooding in the southeast corner, which it is recommended are left undeveloped. Development of the site will require a site-specific Flood Risk Assessment (FRA) and strategy, to inform the layout of the site.

16.12. The site is immediately south of Gillingham St Michael's Primary School and would landlock the school if developed out in its entirety. The VCHAP currently proposes 35 dwellings on this site and a further 20 within the school catchment at Geldeston (VC GEL1), which would add a modest number of pupils to the school. As both villages also experienced growth under the 2015 Local Plan and Gillingham has other sites that were shortlisted in the VCHAP Regulation 18, which are still being actively promoted, it would be reasonable to expect that there will continue to be growth in the future. As such, the County Council has

requested that 0.5ha of land be safeguarded for the expansion of the Primary School, that would facilitate integration with remainder of the site when brought forward.

16.13. The site is noted as being amber for great crested newt, due to the pond adjacent to the school. The site is also within an SSSI Impact Risk Zone and, as a development of over 10 units, is likely to require consultation with Natural England.

16.14. Although the site is 2.36ha, the allocation is for approximately 35 dwellings, reflecting the need to safeguard 0.5ha of land for F1(a) use for the Primary School and the need to address flood risk issues.

Policy VC GIL1: South of Geldeston Road and Daisy Way

2.36ha of land is allocated for approximately 35 dwellings.

The developer of the site will be required to ensure:

- **Vehicular and pedestrian access via Daisy Way;**
- **Pedestrian links to footpaths Geldeston FP8 and FP9 to the west of the site;**
- **Facilitation of the formal diversion of footpath Gillingham FP12, or the incorporation of the formal route into the layout of the site;**
- **A site-specific Flood Risk Assessment (FRA) and strategy that has regard to the issues identified in the Stage 2 VC Strategic Flood Risk Assessment (SFRA), to inform proposals for the site and preparation of a Flood Warning and Evacuation Plan;**
- **A full Landscape Assessment to inform the scale, form and density of the development, as well as the extent of the protection and enhancement of the existing vegetated boundaries;**
- **0.5ha of land set aside for Use Class F1(a), for future expansion of Gillingham St Michael's Primary School.**

VC GEL1

16.15. The site lies north of Kell's Way, Geldeston, forming an extension of the recently completed development on the 2015 Local Plan Allocation GEL 1 and is well related to the built form of the settlement. The site is well located for the

pub, village hall and recreation ground and the bus route between Beccles and Diss.

- 16.16. There is a single vehicular point of access from the recently completed extension to Kell's Way, which will allow for a continuation of the Type 3 road into the site.
- 16.17. Careful consideration will need to be given to the scale and density of development, to prevent intrusion into the wider landscape. The site is open to the existing recreation ground to the east, from which there will be views into and out of the site. The site rises from Kell's Way to the northern boundary, and consideration will need to be given to the scale, height and density of development in order to (a) protect the residential amenity of the properties which sit at a lower level and (b) minimise the visual impact of development on the higher parts of the site, particularly from the Broads Authority area to the south. The northern boundary is the highest point of the site, and there will be some views of the site from Old Yarmouth Road; however, this boundary has some established vegetation which will need to be retained and reinforced.
- 16.18. To the east of the site is the Geldeston Conservation Area, which is focussed on the Tayler and Green 'Kell's Estate' development. This development evolved over many years and worked with the topography of the location to create a clear sense of place. Development of this site should respect the form and layout of the Kell's Estate. The Heritage Impact Statement concluded that there would be no harm to the three Grade II Listed Buildings closest to the site, but that the finds and earthworks identified on the Historic Environment Record mean that investigation will be required prior to development.
- 16.19. The allocation is for 0.76ha for up to 20 dwellings, an area that is considered to be appropriate to allow for a scheme that addresses the landscape matters noted above, as well as the standard infrastructure requirements.

Policy VC GEL1: North of Kell's Way

0.76ha of land is allocated for up to 20 dwellings.

The developer of the site will be required to ensure:

- **Vehicular and pedestrian access from Kell's Way;**
- **A Topographical Survey and full Landscape Assessment to inform the scale and density of the development which should: reflect the existing housing within the Conservation Area; address the change in levels of the site; and protect the residential amenity of adjoining houses;**
- **Protection and enhancement of the existing vegetation on the site boundaries, particularly the established vegetation on the Old Yarmouth Road boundary.**
- **Historic Environment Record is consulted to determine the need for any archaeological surveys prior to the development.**

17. Hales and Heckingham, Langley with Hardley, Carleton St Peter, Claxton, Raveningham and Sisland

Form and Character

Hales

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

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

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

Heckingham

17.4. Part of the built up area of Hales lies within the parish of Heckingham, however the remainder of the settlement is sparsely populated comprising a small number of dwellings and farmsteads set in open countryside and the Broads Authority area. The A146 to the south of the settlement provides a good link to Norwich.

Carleton St Peter

17.5. Carleton St Peter is a sparsely populated parish consisting of a small number of individual dwellings and farms set in a predominately valley landscape.

Langley with Hardley

17.6. Development within the parish has been concentrated into three small groups at Langley Green, Langley Street and Hardley Street with individual dwellings and farmsteads widely dispersed throughout the remainder of the parish. The three groups of development are set on the edge of Langley and Hardley Marshes within the Yare Valley. In the west of the parish is the historic parkland of Langley Park. The character of the developed areas is of a dispersed nature comprising small scattered ribbons of development together with the attractive

valley setting combine to give the area an attractive rural character adjacent to the Broads, with much of the parish within the Broads Authority area.

Claxton

17.7. Development within the parish has been concentrated along The Street with a few isolated dwellings and farmsteads scattered throughout the remainder of the parish. The village, located on the edge of the Broads Area, is set in the attractive Yare Valley with extensive marshlands to the north and a gently sloping valley to the south.

17.8. The village has a strong linear settlement form with dwellings generally set back from the road although the older cottages at the east end of The Street are built-up close to the road in a traditional style.

Raveningham

17.9. Raveningham displays a dispersed rural settlement pattern consisting of individual dwellings and farms set in open countryside with significant areas of woodland, in particular the historic parkland of Raveningham Park. The parish has good access to Haddiscoe and the A143 to the east and Hales, Loddon and A146 to the west.

Sisland

17.10. The parish is sparsely populated consisting of a few individual dwellings and farms set in an attractive valley landscape. Mundham Road which runs immediately south of the parish provides direct access to Loddon and the A146.

Services and Community Facilities

17.11. Hales has a range of social and community facilities including outdoor recreation space and a shop at the Hales Service Station on the edge of the village, public house and some local employment opportunities. Hales has a regular bus service to all local towns. Claxton and Langley both have a village hall. Claxton also has a limited bus service to Norwich. Hales has a continuous footpath along the A146 to Loddon.

Settlement Limit

Hales

17.12. The Settlement Limit has been drawn to include the main built form of the settlement, development around the former Hales Hospital and land allocated within the 2015 Local Plan, adjacent to the former Hales Hospital (HAL1).

Claxton

17.13. The Settlement Limit has been drawn to include the main built form of the settlement that is within South Norfolk and allows for some limited infill development. Much of the surrounding area falls within the Broads Authority area.

Site allocations

VC HAL1

17.14. The site is located to the east of Hales, between Briar Lane to the north-west and the previous housing allocation site (formerly HAL1, now VC HAL2), immediately to the south. Further to the east is the former Hales Hospital, a listed building, now converted to residential use. Residential development also abuts the west of the site. The B1136 runs parallel to the site frontage of VC HAL2 and an existing pedestrian footway along this route provides direct pedestrian access, via the A146, to Loddon to the north-west.

17.15. Development of the site will have a limited visual impact from the south as it is sited to the rear of VC HAL2; however, currently there are views into the site from the north, particularly from Briars Lane, as well as some views from the east and the connecting Public Right of Way to the north-west of the site (Heckingham FP2). The changes in ground levels to the north of the site mean that development in this location will be prominent. Existing vegetation along the north, north-east and north-west boundaries is sparse but includes some established trees. These trees will need to be retained and protected and appropriate additional landscaping incorporated along these boundaries to minimise the visual impact of the development on these wider views into the site. The site layout will need to successfully integrate the site into the rural landscape through appropriate design, density, scale and landscaping.

17.16. Views across the site towards the former Hales Hospital are contained to the north section of the site. Tree coverage around this designated heritage asset restricts direct views of this building however the landscaping contributes to its

setting of the building and views towards it should be incorporated into the site layout, possibly through the inclusion of single and 1.5 storey dwellings in the north-east of the site. In addition to the listed building, earlier archaeological records suggest the site is adjacent to an area that was likely to have been a significant Iron Age settlement and a significant Roman settlement. Liaison with the Historical Environment Service will be required as part of the planning application process to determine the requirement for further archaeological investigation.

17.17. Currently there is no vehicular access into the site from the B1136 however development of VC HAL2 will facilitate this connection and provide a safe access onto this road. Access to the site from Briars Lane will not be permitted due to its narrow width and rural character. Footpath connectivity from within the site to Heckingham FP2 should be incorporated into the site layout and design, as should the connectivity between VC HAL1 and VC HAL2 to ensure a cohesive relationship between these sites.

17.18. Discussions with the Lead Local Flood Authority (LLFA) have identified the presence of a significant surface water flowpath in the 0.1AEP event running south-north through the site. The Stage 2 Village Clusters Strategic Flood Risk Assessment (SFRA) confirms that the existing flowpath route will need to be incorporated into the site layout and design. Diversion of the flowpath is not an acceptable design solution and a Flood Risk Assessment (FRA) will be required to determine the layout and drainage strategy for this site, taking account of the issues identified in the Stage 2 VC SFRA. Due to the relationship between VC HAL1 and the 2015 Local Plan allocation to the south a comprehensive drainage strategy would be preferred by the LLFA to maximise the potential benefits of a drainage strategy in this location. This should be explored by the developer of the site, unless otherwise agreed with the Local Planning Authority.

17.19. The Minerals and Waste Authority has also identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.

17.20. An area of 2.48ha is allocated for up to 35 dwellings on this site and is considered reasonable to ensure that the constraints identified above, particularly the visual impact and the relationship with the adjacent heritage

asset as well as the identified surface water flowpath, may be incorporated appropriately into the final site layout and design.

Policy VC HAL1: Land off Briar Lane

2.48ha of land is allocated for up to 35 dwellings.

The developer of the site will ensure:

- **A single point of vehicular access into the site via the VC HAL2 allocation (south of the site) only;**
- **Connectivity between VC HAL1 and the development to the south of the site to be incorporated into the site layout and design unless otherwise agreed with the LPA. This will include landscaping, vehicular and pedestrian access, design and layout and infrastructure strategies to ensure a strong relationship between the sites and a complementary form of development;**
- **A pedestrian access from the site to connect to Footpath Heckingham FP2;**
- **Site design to retain views towards the former Hales Hospital from Briar Lane and Footpath Heckingham FP2;**
- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **A site-specific Flood Risk Assessment (FRA) and strategy to inform the layout of the site, including access arrangements. The FRA must have regard to the requirements set out in the Stage 2 VC Strategic Flood Risk Assessment;**
- **Retention, protection and enhancement of existing trees and Priority Habitats along the east, north and west boundaries to minimise the visual impact of the development and integrate the site into the surrounding countryside.**

Carried forward allocations

VC HAL2

17.21. Previously called HAL1, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. The site comprises the southern part of a field in between the existing main part of the village and development around

the former Hales Hospital. The site has some significant changes in the topography.

17.22. An application for 23 dwellings on a larger site area has been approved (2022/0287). The site is adjacent to, and is currently within the same control as, allocation VC HAL1 to the north. To ensure a comprehensive form of development is achieved opportunities to maximise the connectivity between the sites should be explored as far as possible via the development management process. Accordingly, the former HAL1 allocation text (now VC HAL2) has been updated to reflect both the boundaries of the planning application and the uplift in the site numbers that is achievable on the larger site.

Policy VC HAL2: Land at Yarmouth Road west of Hales Hospital

1.8 hectares of land is allocated for housing and associated infrastructure for approximately 23 dwellings. This site is expected to be built out in accordance with the existing planning permission (2022/0287). Any new planning permission will need to ensure the following:

- **Site layout and design to facilitate both vehicular and pedestrian access through the site to VC HAL1 to the north;**
- **Opportunities to provide for the connectivity of the site with VC HAL1 to be incorporated into the site design including access points (vehicular and pedestrian) between the sites, the drainage strategy and layout and landscaping unless otherwise agreed with the LPA;**
- **A drainage strategy and site layout that responds to the presence of the on-site surface water flowpath along the west side of the site;**
- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development.**

18. Hempnall, Topcroft Street, Morningthorpe, Fritton, Shelton and Hardwick

Form and Character

Hempnall

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

Morningthorpe and Fritton

18.2. The parish displays a largely dispersed settlement pattern with the exception of two areas of settlement which have developed at Morningthorpe and Fritton. Morningthorpe is a minor settlement grouping comprising a small number of dwellings. Fritton was originally a loose collection of properties set back from the large central common, but infill development has led to a concentration of dwellings at the north end of the hamlet. The remainder of the parish is predominately rural.

Topcroft

18.3. The main concentration within the parish has taken place along The Street with a cluster of houses located at Church Road away from the main part of the village. Individual dwellings and farmsteads are dispersed throughout the remainder of the parish.

18.4. Development along The Street has resulted in a linear settlement form characterised by one plot depth development mainly to the east side of the road, with the west side characterised by more open frontages interspersed with a number of farms set back from the road.

18.5. The large open areas, views of the surrounding countryside and good tree and hedge planting along much of The Street, are all important in maintaining the rural character and setting of the village.

Shelton and Hardwick

- 18.6. Development within the parish has been concentrated at Hardwick with a small isolated cluster at Shelton and individual dwellings and farmsteads dispersed throughout the remainder of the parish.
- 18.7. Hardwick has developed a linear settlement form based along Mill Road, Hall Lane and The Street characterised by one plot depth development.
- 18.8. The village comprises three distinct areas. The first is based along Mill Road and comprises generally modern development. To the north-west of this area and separated by a large open field is a limited ribbon of development along Hall Lane. The third main area is the main core of the village along The Street. The three parts of the village give it an attractive rural character set in a flat and open landscape but with an attractive river valley immediately to the north.

Services and Community Facilities

- 18.9. Hempnall has a good range of social and community facilities including a primary school, a number of shops, post office, surgery, garage, community centre, village hall and recreation field. There is another pub at Hempnall Green, and a cricket pavilion/social club at Topcroft. Hempnall and Topcroft have a limited bus service to Norwich.

Settlement Limit

Hempnall

- 18.10. The Settlement Limit has been drawn to include the main built form of the settlement. In addition, the boundary includes land at Willow Drive, the former allocation in the 2015 Local Plan. Development has occurred in the form of isolated clusters of housing along Field Lane (south of the village), Lundy Green, Road Green, Silver Green and isolated ribbon development at Hempnall Green.

Topcroft

- 18.11. Due to the proximity of the Flood Zones and the rural character of the settlement, the Settlement Limit has been drawn around the built form of The Street. The open areas to the front of Street Farm and Trees Farm, which are recognised for their importance in contributing to the street scene and rural character of this settlement, have been deliberately excluded from the Settlement Limit.

Shelton & Hardwick

18.12. The Settlement Limit has been drawn around two of the more built up areas of ribbon development at Shelton to allow for very limited development within the boundary. Corner Farm has not been included within the Settlement Limit in order to maintain the important open spaces around it and the separation of the two parts which characterises the village.

Site allocations

VC HEM1

18.13. The site is located south of Mill Road, to the south-west of Hempnall Mill Centre (formerly Hempnall Mill). To the north of the site are allotments, to the east is existing housing, whilst to the west and south is agricultural land. The site lies within the north-east corner of a larger agricultural field. Residential development to the east is of modest scale and single storey in form. The village benefits from a number of facilities and services including a community centre and separate village hall, a shop and primary school. All of these are accessible by pedestrian footpath.

18.14. The site is level but is located at the crest of a valley. There are no existing landscape features on the site although its elevated position facilitates some views of the B1527 (Mill Road) to the north. A Public Right of Way (PROW) (Morningthorpe FP6) runs north-south to the west of the site and it is likely that some limited views of the site will be visible from sections of this footpath however these will be filtered by the intervening vegetation between the site and the PROW. New residential development will also be seen in the context of the existing settlement. The existing development at Millfields benefits from vegetation along the southern boundary and this will need to be continued along the newly created south and west boundaries of the site to integrate the site into the countryside and avoid the introduction of a harsh edge to the settlement.

18.15. Hempnall Mill, a Grade II listed building now in use as a community centre, is to the north-east of the site. Key views towards the mill are from Mill Road further to the north and on the approach to the site along Millfields to the east. The supporting Heritage Impact Assessment (HIA) has identified that, with appropriate mitigation measures, development in this location will not have a significant impact on the setting of the listed building and offers potential opportunities to enhance the setting of the mill if additional views are opened up to the public. Possible ways to achieve this include; single storey development,

low level landscaping across the site and, if possible, the reduction in height of some of the existing vegetation adjacent to the site.

18.16. Vehicular and pedestrian access to the site will be via Millfields. In accordance with the requirements of the Highways Authority the existing access road will require carriageway widening and the addition of a footpath in order to ensure continued highway safety. The presence of a small infrastructure compound adjacent to the site access may result in a need to reconfigure some of the existing parking arrangements for current Millfield residents, however due to the land ownership of both sites this is considered to be achievable. The developer of the site is advised to engage with the Highways Authority at an early opportunity to determine the requirement for a pedestrian crossing at Mill Road which would facilitate access from the site to the services and facilities located to the north of this road.

18.17. The site is identified as being within Groundwater Protection Zone 3 which would not preclude development but early liaison with the Environment Agency is recommended regarding the protection of water quality.

18.18. A site area of 0.35ha is proposed for up to 15 dwellings. Discussions with the site promoter have proposed a scale of development similar to the existing older persons housing at Millfields. As such this would likely comprise a higher number of small one- and two bedroom dwellings which would not accord with the current housing requirements as set out in the Strategic Housing Market Assessment (SHMA). Should an alternative housing mix be necessary this may reduce the number of dwellings that can be achieved on the site.

Policy VC HEM1: Land at Millfields

0.35ha is allocated for up to 15 dwellings.

The developer of the site will be required to ensure:

- **Development comprises single storey dwellings only in order to avoid landscape and heritage impacts arising, as well as to ensure compatibility with the existing development at Millfields (including preserving the amenities of existing and future residents);**
- **Appropriate boundary treatments and landscaping along the south and west boundaries of the site to reflect its edge of settlement location, as well as the setting of Hempnall Mill Centre;**
- **Protection and retention of existing vegetation along the east boundary of the site;**
- **On and off-site highway works to include carriageway widening of Millfields in order to facilitate safe vehicular and pedestrian access to the site;**
- **Discussions with the Highway Authority to establish the need for a pedestrian crossing across the B1527 (Mill Road) to facilitate access to the service to the north of the road.**
- **Historic Environment Record is consulted to determine the need for any archaeological surveys prior to the development.**

19. Heywood

Form and character

19.1. Heywood is a sparsely populated parish. It is predominately rural in nature and the majority of dwellings/farmsteads that have developed are along Heywood Road. To the south of the parish lies Diss and Heywood Road provides direct access to the town.

Services and Community Facilities

19.2. The settlement has very limited facilities, although there is pre-school provision.

Settlement Limit

19.3. There is currently no Settlement Limit in Heywood.

20. Keswick and Intwood

Form and character

Keswick

- 20.1. Keswick is a very rural parish despite abutting Norwich, with development concentrated on Low Road. To the south of Low Road there is an established frontage between Glebe House and Low Farm. The dwellings on Low Road are located within the Yare Valley but to the east of these there is an important gap which offers views to the crest of the valley side from the south.
- 20.2. To the north of Low Road there are a handful of buildings scattered along its frontage. At the eastern end is Hall Farm occupying a prominent location which helps to give Keswick its rural character.
- 20.3. Detached from the development on Low Road are isolated pockets of dwellings including the Keswick Mill area, an attractive area next to the river and designated as a small Conservation Area. In addition, there are other individual and groups of dwellings, and farms isolated from the main developed ribbon, set in partially wooded countryside. In the south of the parish, the former education college based on Keswick Hall, which is a Grade II listed building, has been converted to residential use which has ensured the continued use of this important building. The parkland setting of the Hall contributes to the overall attractiveness of the landscape in the area.
- 20.4. The parish of Keswick stretches along the B1113 linking with the A140 Ipswich Road into Norwich.

Intwood

- 20.5. The settlement of Intwood lies south of Keswick and the A47. This area is predominately rural with isolated dwellings and farmsteads.

Services and Community Facilities

- 20.6. These are very limited comprising a small community hall and recreation field. There is a regular bus service to Norwich and Mulbarton along the B1113.

Settlement Limit

Keswick

20.7. The Settlement Limit has been drawn around the existing built up area at Low Road to prevent further extension into the surrounding countryside and excluding parts that are within Flood Zones 2 and 3.

20.8. A Settlement Limit has also been drawn at land between B1113 and A140 roads for a new employment allocation to provide small workshop, light industrial B1 uses and provision of an access road from the B1113 to the A140.

21. Ketteringham

Form and character

21.1. Ketteringham is a small village which lies to the south of the new A11 and the Norwich - Ely railway line. The village has developed in a linear form along The Street and Low Road. The council depot and waste-recycling/paper recycling plants in the parish are separated from the residential area. There is a smaller outlier of development to the south of the village around the Church and Ketteringham Hall.

21.2. Some infilling has taken place along The Street and Low Road, but the total number of dwellings is still low. The setting of the village within open countryside is made apparent by the significant breaks in the built-up area to the north of The Street around the War Memorial and between 'Cytringa' and 'Thatched Cottage' to the south of Low Road. These afford views over the surrounding countryside. The area around Ketteringham Hall is distinctly separate from the main part of the village. The grounds of Ketteringham Hall are of considerable archaeological importance.

Services and Community Facilities

21.3. There are limited services available comprising a village hall, preschool facilities and small garage. Further employment is available at the cluster of industrial units to the north-east.

Settlement Limit

21.4. The Settlement Limit has been drawn to include the main built form of the settlement. Due to the setting of the village in open countryside and limited service and facilities available, the boundary has been defined to allow only very limited infill development.

22. Kirby Cane and Ellingham

Form and character

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

Services and Community Facilities

22.2. The settlement has a range of social, recreational and community facilities including a preschool, primary school, shop, post office, restaurant and village hall. There are several employment opportunities and a limited bus service to Diss, Bungay and Beccles.

Settlement Limit

22.3. The Settlement Limit has been drawn to include the main built form of the settlement, excluding the separate developments at Yarmouth Road and Mill Pool Lane.

Site allocations

VC ELL1

22.4. The site lies south of Mill Road, between the existing development and the recreation ground. The site is well located for access to the local services and facilities including the primary school, Memorial Hall, recreation ground and village shop, as well as some bus services to towns within the Waveney Valley.

22.5. A single point of access is proposed from Mill Road. It is likely that the access will need to be towards the western side of the site frontage in order for the required visibility splays to be achieved. Carriageway widening and a footway widened to 2 metres will be required across the site frontage, connecting with the existing footway and to the adjoining recreation ground. The developers of the site will also be required to work with the Highway Authority to promote an extension to the current 30mph speed limit. A surface water flow path runs along

Mill Road and careful consideration will need to be given to the highways design to avoid the flow path being diverted into the site.

22.6. Achieving the visibility splays is likely to require the removal of the frontage hedgerow. This will open up views across the wider River Valley landscape to Ellingham Conservation Area and the Grade I listed St Mary's Church, both of which fall (principally) within the Broads Authority Area. To retain these views, the allocation does not fill the whole of the frontage between the existing housing and the recreation ground and consideration should be given as to how any development affects these longer distance views. Footpath Ellingham FP3 runs south-west/north-east, to the south of the site, between the village and the edge of the Broads Authority area at the old railway bridge and the site can also be seen from the surrounding road network, parts of which form part of National Cycle Route 1. When viewed from the south and west the development will be seen against the backdrop of existing housing on Mill Road, however, consideration will need to be given as to how to best mitigate the impact on any views from the Broads Authority area, the Conservation Area and the footpath and road network. It should also be noted that an existing high-pressure pipeline runs north/south immediately east of the recreation ground, and a suitable easement would need to be left either side of this, within the open area of land.

22.7. The site is part of a larger agricultural field and, combined with retaining the gap to the recreation ground, this means the allocation has no defined physical boundaries to the south and west. Consequently, careful consideration will need to be given to the design and layout of the site which avoids an overly (sub)urban edge to the development. Consideration should be given to development facing, rather than backing, onto the open countryside, particularly as the access is likely to be to the western edge of the site. Consideration should also be given to appropriate planting on these boundaries.

22.8. The site wraps around existing dwellings on Mill Road, and particular consideration will need to be given to the impact on the amenity of those dwellings.

22.9. As a site over 1ha which is underlain by safeguarded sand and gravel resources, development would need to comply with the relevant policies of the Minerals and Waste Local Plan.

22.10. The allocation of 1.87ha of land for approximately 25 dwellings is reasonable to ensure that the impacts on the wider landscape are appropriately mitigated through a suitable site design.

Policy VC ELL1: South of Mill Road

1.87ha of land is allocated for approximately 25 dwellings.

The developer of the site will be required to ensure:

- **Highways works to include access from Mill Road to the western edge of the allocation to achieve the required visibility, along with appropriate carriageway widening on Mill Road, to achieve safe access, and provision of a 2-metre-wide footway between the existing provision and the recreation ground;**
- **Promotion of an extension to the 30mph speed limit on Mill Road, in conjunction with the Highway Authority;**
- **A Landscape Visual Impact Assessment (LVIA) submitted alongside any planning application to ensure that the design, layout and landscaping of the site appropriately takes into account the River Valley landscape, with particular attention to views to/from the Broads Authority area, Ellingham Conservation Area and the listed St Mary Church, and views from the surrounding footpath and highways network;**
- **Layout and boundary treatments to respect the transition to the rural area;**
- **The impact on the residential amenity of the existing properties on Mill Road, adjoining the site is minimised.**

VC ELL2

22.11. The site lies to the west of Mill Lane, to the rear of existing development accessed via Florence Way. Whilst there is currently no pedestrian footpath along Mill Lane a Public Right of Way, Ellingham FP3, connects the site to the main settlement and its existing services and facilities including Ellingham VC Primary School. Public Right of Way Ellingham FP2 also connects the site to Mill Lane further to the west.

22.12. Views of the site from the countryside, including from Ellingham FP2/FP3, will be seen against the backdrop of existing built form on both Florence Way and Mill Lane and will not represent a significant intrusion into the countryside.

- 22.13. A modest area of open space and some immature landscaping forms part of the existing scheme at Florence Way and lies adjacent to the eastern boundary of the site. Opportunities to integrate VC ELL2 with the existing properties and the soft landscaping at Florence Way should be explored as part of the site layout and design. However, the existing southern boundary of the site should be strengthened to provide some mitigation for the visual impact of the development from Ellingham FP3. For the same reason a suitable boundary will be required along the western boundary of the site.
- 22.14. The existing vehicular access along Florence Way is an unadopted highway and will require upgrading to facilitate access to the new development. The Highways Authority have confirmed that a number of additional on- and off-site highways works will be required to ensure highway safety is maintained. These include; localised improvements to Florence Way, improvements to Ellingham FP3, securing sufficient land to ensure appropriate visibility splays can be created and retained along Mill Lane and localised carriageway widening to Mill Lane to the north of the site. A significant tree is located at the junction of Florence Way and Ellingham FP3 and must be protected and retained as part of any highway improvement works.
- 22.15. The site is identified as being within Groundwater Protection Zone 3 which would not preclude development but early liaison with the Environment Agency is recommended regarding the protection of water quality.
- 22.16. The Minerals and Waste Authority has identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.
- 22.17. The site is allocated for at least 12 dwellings on a site area of 0.51ha, which is considered to be a site area reasonable to reflect the density of development adjacent to the site.

Policy VC ELL2: Land at Florence Way

0.51ha of land is allocated for at least 12 dwellings.

The developer of the site will be required to ensure:

- **Protection of the significant tree located at the junction of Ellingham FP3 and Florence Way as well as the protection, reinforcement and enhancement of the existing vegetation along the south and west boundaries of the site;**
- **A scale of development and site layout that integrates successfully with the existing development at Florence Way;**
- **Improvements to Ellingham FP3 to ensure pedestrian connectivity to the existing local footpath network is to an acceptable standard;**
- **Off-site highway works to include: upgrade to the existing access into Florence Way to facilitate access into the site and carriageway widening of Mill Lane to the north of Florence Way to improve highway safety.**

23. Little Melton and Great Melton

Form and Character

Little Melton

23.1. Little Melton was historically linear in form, but some estate development has taken place at Ringwood Close, Gibbs Close and south of School Lane at Braymeadow Lane and Greenacres. The village is set in open countryside, and is visible from Watton Road to the north, creating a landscape setting when approaching the village from Green Lane. However, hedges and trees to the south of the village mean there are fewer long-range vistas.

23.2. The proximity to the A47 (via Green Lane) makes Little Melton accessible from Norwich.

Great Melton

23.3. Great Melton comprises a scattering of farms and cottages with a loose knit group of dwellings at High Green. To the north of High Green there is an area forming Great Melton Park.

Services and Community Facilities

23.4. Little Melton has a range of services and community facilities including the primary school, preschool facilities, shop, pub and garage. There are allotments, accessible from Great Melton Road and Mill Road, which contribute to the rural nature of the village. The village hall and playing field are on Mill Road, outside the Settlement Limit and in a countryside setting. There is a lack of footpaths in the village, which combined with narrow roads, can make pedestrian travel challenging at peak times. There is a semi-regular bus service to Norwich, Wymondham, Hethersett.

Settlement Limit

23.5. The Settlement Limit has been drawn to include the main built form of the settlement and include the land allocated within the 2015 Site Allocations Plan (LIT 1) located south of Ringwood Close. The Settlement Limit has also been updated to include recent developments at All Saints Close (north of Mill Road), minor planning permissions along School Lane (2016/1105 and 2017/0251) and a further planning permission south of School Lane and east of Burnthouse Lane (2019/2485). Following a site assessment, part of a site promoted through the

Plan process has been included within the amended Settlement Limit on land north of Great Melton Road. The Settlement Limit excludes the allotments which run between Great Melton Road and Mill Road.

Site allocations

VC LM1

23.6. The site is in the centre of Little Melton, with good access to local services and facilities, including the bus route between Wymondham and the Norfolk and Norwich University Hospital. The main frontage of the site lies to the south of School Lane, immediately opposite Little Melton Primary School and the Village Inn public house. The site extends south to the boundary with Meadowbrook Farm, and then west to Burnthouse Lane. The site wraps around Elm Farm and the adjoining bungalows at 32 School Lane, and incorporates the listed barn associated with Elm Farm. Immediately to the northwest a recent permission for 30 dwellings (2019/2485) was under construction at the time of preparing this document.

23.7. Whilst the site has frontages to both School Lane and Burnthouse Lane, the single point of pedestrian and vehicular access will be from School Lane. The School Lane frontage is in the heart of the village and has existing footway links to the main local services and facilities. Improvements to the frontage footway will be required for this development. Conversely, Burnthouse Lane is very rural in nature, with an established hedgerow, and is narrow with no footway connections to the local services and facilities. As the site is opposite the Primary School it is proposed to incorporate a small off-road parking area, to alleviate localised on-carriageway parking associated with the primary school. An additional access also exists to Braymeadow Lane to the southeast, which could provide pedestrian and cycle connectivity for the site, with the latter linking to Hethersett Lane and the Norwich Research Park and Norfolk and Norwich University Hospital as part of the potential extension of the 'Pink Pedalway'.

23.8. The main constraint within the site is the presence of a Grade II listed barn in the southeast section, which links the two main elements of the site on School Lane and Burnthouse Lane. It will be important to protect the setting of the listed building, particularly the open aspect to the south/southeast and the connection to the wider countryside which makes an important contribution to its significance as an agricultural building. The Historic Impact Assessment (HIA) which supports this plan identifies an area which should be kept clear of development;

as such it is proposed that this part of the site should be set out as informal open space that will integrate with the wider countryside.

- 23.9. The HIA identifies additional areas adjacent to this where the design and layout of development should respect the setting of the listed building and ensure that its significance is not diminished. As the site cannot be accessed from Burnthouse Lane, vehicular and pedestrian access will be required across this open space; however, this should be designed sympathetically to avoid a formal layout/design which would urbanise the environment. The barn itself has undergone some renovation and is used partly used for storage, but requires further repair/renovation. Applications for the development of the site should also include proposals which secure the long-term future of the listed barn. Archaeological investigation was undertaken for the development of the adjacent site (2019/2485) and will also be required prior to the development of this site, particularly as linear ditch lines are visible in ariel photographs of the site.
- 23.10. The northern section of the site at School Lane is well contained within the landscape, particularly considering the development currently being progressed on the site immediately to the west. In contrast the Burnthouse Lane section of the site is more open to the wider landscape to the south. Protecting and reinforcing the existing planting on both the southern and western boundaries will help to retain the existing rural approach to the village from the south, and the sense of a gap between Little Melton and Hethersett.
- 23.11. The site contains a number of ecological features, including established trees and hedgerows and ponds. The listed barn has the potential to contain bat roosts and the site is also within an amber zone for great crested newts. As such appropriate ecological surveys would be required with any planning application, covering, but not limited to, the habitats provided by the existing features onsite and the connectivity to wider ecological features in the vicinity, including local ponds.
- 23.12. The site is within the catchment of Whitlingham Water Recycling Centre (WRC) and the in-combination effects with development identified in the GNLP may require phasing of this site beyond the early years of the Plan and early engagement with Anglian Water is recommended.
- 23.13. Although the site is 3.00ha, the allocation is limited to approximately 35 dwellings, which reflects the need to keep the south-east section of the site clear

of development to protect the setting of the listed barn, the protection of existing biodiversity features on site and the provision of a small off-carriageway parking area associated with the school.

Policy VC LM1: South of School Lane and East of Burnthouse Lane

3.0ha of land is allocated for approximately 35 dwellings.

The developer of the site will be required to ensure:

- **Access from School Lane, with potential secondary pedestrian and cycle only access onto Braymeadow Lane;**
- **Footway improvements along the School Lane frontage, to link with existing provision;**
- **Provision of a parking area within the site (adjacent to School Lane) principally for school use, the nature and scale to be agreed with the Highways Authority, the Education Authority and Little Melton Primary School, as appropriate;**
- **South-east section of the site to remain undeveloped, and the layout and design on the adjoining areas to protect the rural setting of the listed barn, as detailed in the Heritage Impact Assessment;**
- **Access across the southeast section of the site, between the two elements to be developed, to be sympathetic to the setting of the listed barn;**
- **Proposals for the site to secure the long-term future of the listed barn;**
- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **Protection and enhancement of the ecological/biodiversity features of the site, including the established tress, hedgerows and ponds, including appropriate reinforcement of planting on the southern and western boundaries, to contain the development in the rural landscape;**
- **Early engagement with Anglian Water regarding the need to phase development within the catchment of Whitlingham Water Recycling Centre.**

24. Morley and Deopham

Form and character

Morley

24.1. Morley (formerly the parishes of Morley St Peter and Morley St Botolph) has a widely dispersed settlement pattern. Historically the settlement has developed around two isolated parish churches and a number of farmsteads.

24.2. The main area of development in the parish is located at Morley St Botolph and extends along Chapel Road, The Street and Deopham Road. There is also a significant linear development in the south of the parish at Hill Road, astride the former A11, which adjoins development at Besthorpe within Breckland District and is part of the area covered by the Attleborough and Snetterton Heath Area Action Plan.

24.3. The other significant development within the parish is Wymondham College, a large secondary boarding and day school. The College is located in the south of the parish in an area otherwise characterised by isolated and dispersed dwellings and farms.

Deopham

24.4. Deopham is a linear village. Whilst it does not have a centre it has distinct areas around Low Common, Coldham Green and Deopham Green.

Services and Community Facilities

24.5. There is a limited range of facilities that are widely dispersed through the village including a preschool, primary school, pub, village hall and recreation field. Wymondham College, a state maintained secondary boarding and day school provides some local employment opportunities. There is a daily bus service to Norwich and Attleborough.

Settlement Limit

24.6. The settlement limits have been drawn to retain the existing wooded character of the settlements while allowing for further limited infill development in the Morley St Botolph area.

25. Mulbarton, Bracon Ash, Swardeston and East Carleton

Form and Character

Mulbarton

- 25.1. Historically Mulbarton developed with buildings mainly clustered around the junctions at three corners of the Common, with further dwellings to the west of the Common. More recently, estate development has taken place on a large scale to the south of The Common which has altered the form and character of the village at the south end. However, as a result of past planning policies, The Common and its setting has otherwise remained largely preserved as an undeveloped space in the centre of the village and is important in terms of both visual amenity and recreation opportunities. There has been little development on the edges of The Common to its east and west in order to preserve its connections to the surrounding countryside, drawing the countryside into the 'core' of the village.
- 25.2. There is also preserved open farmland between the B1113, the western edge of new residential areas south of The Common and the settlement of Bracon Ash which contributes to the rural setting of the village.
- 25.3. The view of the church, north of The Common, is prominent from all parts of The Common. The special character of this area with the church, the hall and the historic barn has been recognised by the designation of a Conservation Area in 1977, which was extended in 1994.

Bracon Ash

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

Swardeston

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

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

East Carleton

25.7. The parish is predominately rural with the main settlement having developed with frontage properties along Rectory Road, Hethersett Road and Wymondham Road.

Services and Community Facilities

25.8. Mulbarton possesses a good range of facilities which includes a surgery, pharmacy, two shops, a post office, village hall, recreation field, several takeaway restaurants, the primary school and preschool facilities. There is also a regular bus service to Norwich and a daily service to Diss and East Harling. Swardeston also benefits from the former and Bracon Ash from the latter service. Elsewhere in the cluster there are various local employment opportunities, and Bracon Ash has a village hall.

Settlement Limit

Mulbarton and Bracon Ash

25.9. The Settlement Limit has been drawn to include the main built form of the settlement and include the allocated land. The village hall, Old Hall Farm and the church and rectory are excluded, but there are further small clusters of development with boundaries at the north and west of the common. An amendment has been made to include recent development at Long Four Acre Avenue (2017/2131). In Bracon Ash, development at Poorhouse Lane, The Street and Hawkes Lane are included. However, the triangular area of land used as a green, Mergate Farm and the small cluster of dwellings off Mergate Lane

have been excluded. Infill development opportunities have been created at The Rosery and Norwich Road in Mulbarton and at Hawkes Lane and the nurseries in Bracon Ash. Recent development at Nursery Close (2017/2807) has been incorporated into the updated Settlement Limit.

Swardeston

25.10. The Settlement Limit has been drawn to include the main built form of the settlement and include the previously allocated land west of Main Road. The Settlement Limit is fragmented and has been updated to reflect recent developments at the former nursery site, Bobbins Way (2017/2247). In addition, there is a Settlement Limit around two groups of dwellings to the north and west of the common, on Intwood Lane and The Common.

Site allocations

VC MUL1

25.11. The site is located to the east of the village, adjacent to the existing estate development at Bluebell Road. Overall the settlement is well served by existing facilities and amenities and development in this location will benefit from pedestrian connectivity to all of these. Key services, including Mulbarton Primary School, the GP surgery, local retail outlets and bus stops connecting to Norwich, are located within 1km of the site. The site is located in the south-east corner of a significantly larger agricultural field that lies between The Rosery to the south and Rectory Lane to the north. There are two Public Rights of Way within close proximity of the site – Mulbarton FP10 to the north and Mulbarton FP11 to the south. To the east and south of the site is existing residential development of varying density and form.

25.12. Mulbarton Neighbourhood Plan 2015-2030 sets out the community aspirations for new development within the village, including the preferred locations for new development being centred around The Common. Following assessment of all sites submitted for consideration as part of the allocation process it became clear that those sites that may be considered acceptable in accordance with Policy HOU1 of the Mulbarton Neighbourhood Plan (Location of New Residential Development) raised a number of other concerns including heritage, landscape, access and accessibility, and were therefore not suitable for allocation. Whilst VC MUL1 falls outside the area defined as the 'Heart of the Village' in the Neighbourhood Plan it relates well to the existing settlement and is considered to acceptable in all other respects.

- 25.13. Development on VC MUL1 will represent a limited break-out to the east of the existing settlement. However, the development will be viewed in the context of the existing residential development to the east along Bluebell Road, as well as the lower density development on the opposite side of The Rosery to the south. As such the visual impact of VC MUL1 within the wider landscape will be limited particularly with careful consideration given to the boundary treatments and landscaping along key boundaries. At present a significant hedgerow with established trees forms the southern boundary of the site along The Rosery. To maintain the rural character of The Rosery vegetation must be protected and retained as part of any scheme for the site and furthermore should be reinforced as required. Similarly, existing established trees along the western boundary of the site should be retained and protected during the construction phase of development to improve the integration of the site with the existing development.
- 25.14. Vehicular and pedestrian access to the site will be possible from the east via Bluebell Road only. Discussions with the Highways Authority have identified a number of constraints to The Rosery including the carriageway width and the lack of pedestrian connectivity (with limited opportunities to create a suitable pedestrian route) as precluding alternative access points into the site. Furthermore, the quantum of development already served via the existing Bluebell Road restricts the scale of growth that could be achieved in this location to a maximum of 35 dwellings at this time.
- 25.15. An area of 1.5ha of land has been allocated for up to 35 dwellings. This is a site area which is considered reasonable to deliver an appropriately designed scheme that responds sensitively to the existing patterns of development (including the variable densities) and incorporates a landscape scheme that will ease the transition for this edge of settlement site, as well as deliver the standard infrastructure requirements expected.

1.5ha of land is allocated for up to 35 dwellings.

The developer of the site will be required to ensure:

- **Vehicular and pedestrian access to the site is via Bluebell Road only in order to preserve existing highway safety along The Rosery;**
- **The retention, protection and reinforcement of the existing vegetation and trees along the south and west boundaries of the site and the introduction of appropriate boundaries and landscaping to the north and east of the site to reflect the edge of settlement location.**

VC SWA1

25.16. The site is located to the east of the B1113 and to the east of existing residential development fronting Norwich Road. It also lies between the carried forward allocation VC SWA2 (formerly SWA1) to the north and a further residential site to the south which is under construction at the time of preparing this plan (2014/1642). The site comprises brownfield land formerly occupied by a plant nursery. Redundant greenhouses and a former farm shop remain on the site. Swardeston has some services, including recreation facilities and village hall, and also benefits from the wider range of services and facilities available in Mulbarton. Existing bus stops are to the east and west of the B1113, approximately 260 metres from the site. Bus services frequently connect to Norwich and beyond to the north and Mulbarton to the south. A Public Right of Way (FP6) runs parallel to the east/ south-east boundaries of the site.

25.17. The site boundaries of VC SWA1 have been drawn to provide a good relationship with the permitted and allocated residential sites to the north and south. A contiguous boundary to the east of these sites will contain the development in the wider landscape, minimising the visual impact of the built form whilst also improving the relationship between all three sites. Opportunities to provide pedestrian and vehicular connectivity between the sites should also be explored at the detailed design stage, as should the implications for the overall drainage strategies. Detailed design matters will need to consider the relationship between these developments, providing a form and layout that compliments the adjacent schemes. Existing vegetation along the site boundaries should be retained and enhanced, particularly the mature trees along the north boundary of the site.

25.18. Vehicular access to the site will be via the new access point off the road serving the Bobbins Way development. Some upgrades to the access road may be required, however these details will need to be confirmed with the highways authority as part of the planning application process. An existing continuous footpath links Swardeston with Mulbarton providing pedestrian access between the settlements. The existing footpath is of limited width in some places and some localised off-site highways works may be required to upgrade this link. These details should be agreed with the highways authority at the application stage.

25.19. The Minerals and Waste Authority has identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.

25.20. An area of 1 ha has been allocated for approximately 20 dwellings. This is considered to be an appropriate scale of development given the recent and planned development in Swardeston, reflecting the surrounding context and making efficient use of the land whilst also providing adequate space for the standard on-site infrastructure requirements.

Policy VC SWA1: Land off Bobbins Way

1 ha of land is allocated for approximately 20 dwellings.

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

- **Vehicular access to the site to be via Bobbins Way;**
- **Retention and protection of the mature trees along the north boundary of the site, and the introduction of an appropriate boundary to the east of the site to contain it within the landscape and integrate it into the rural context;**
- **Detailed design and layout of the site to responds to the adjacent residential developments and maximises opportunities for connectivity between the sites.**

Carried forward allocations

VC SWA2

25.21. This allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. The site lies to the south-east of the junction between Main Road and Gowthorpe Lane. At the time of preparing this Plan no application had been submitted on the site, however there is ongoing interest in pursuing development.

25.22. The site lies immediately north of VC SWA1 and opportunities to deliver connectivity between the sites, as well as a coherent approach to the landscaping of the eastern boundaries of the two sites, should be explored. The site is also in a prominent location at the entrance to the village from the north and the design and layout of the site should reflect this, taking the opportunity to reinforce the existing 30mph speed limit.

25.23. The site is identified as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.

Policy VC SWA2 Land on Main Road

2.7 hectares of land is allocated for approximately 30 dwellings.

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

- **The provision of a 2.0m wide footway along the site frontage to enable improved connectivity to the village and to nearby recreational routes, and opportunities are enabled and retained for connectivity between this site and VC SWA1;**
- **Design and layout to reflect the prominent location at the gateway to the village, including opportunities to reinforce the 30mph speed limit;**
- **The Historic Environment Record is consulted to determine any need for archaeological surveys prior to development;**
- **An appropriate boundary treatment to the east of the site, which contains the site in the landscape and integrates it with the rural context; and**

- **Wastewater infrastructure capacity is confirmed prior to development taking place.**

VC BRA1

25.24. This allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. An application for 23 dwellings on this site has been submitted (2021/2579) however this site lies within an area impacted by nutrient neutrality and as such at the time of preparing this plan the application is pending determination.

25.25. The site lies to the east of Norwich Road and south of the village hall. There is no physical feature delineating the southern boundary of the site, which is in line with existing development on Hawkes Lane.

Policy VC BRA1: Land at Norwich Road

0.9 hectares of land is allocated for housing and associated infrastructure for approximately 20 dwellings.

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

- **Highway works to include vehicular access from the B1113 only, and the provision of a pedestrian footpath along the full length of the site frontage.**
- **Site layout and design to include frontage development along the B1113 to improve highway safety. The site layout and design must also have regard to the setting of the heritage assets Home Farm (to the south-east) and Thatched Cottage (to the north-east of the site);**
- **A landscaping scheme for the site which reflects the edge of settlement location and includes an appropriate boundary treatment on the southern boundary of the site;**
- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development.**

In addition, the developer of the site will be required to investigate the need for the following:

- **Whether there is a requirement to promote an extension to the existing 30mph Traffic Regulation Order;**
- **Opportunities to provide off-site improvements to the existing pedestrian network, including the creation of a pedestrian crossing**

point near to the junction of School Road and The Street, in liaison with the Highways Authority and the Local Planning Authority.

26. Needham, Brockdish, Starston and Wortwell

Form and Character

Needham

- 26.1. Needham is a linear village of mainly detached dwellings on single plot frontage along the former A143. The village is located along the foot of the northern valley slope of the River Waveney. Most development has been concentrated between the village hall and Whitehouse Farm in a linear form.
- 26.2. The northern end of the village has a more open aspect and includes a semi-derelict sunken area of ex-gravel pits. The surrounding area comprises valley slopes rising above the village to the north and characterised by large fields with few hedgerows or trees. To the south, the valley floor has a mixture of arable fields and many mature trees providing an attractive rural setting.

Brockdish

- 26.3. The parish contains Brockdish and Thorpe Abbots. Brockdish is primarily a linear village located along the northern side of the Waveney Valley close to the A143. The village core is centred on the junction of The Street/Scole Road and Grove Road.
- 26.4. A separate area of residential development is located a short distance to the west near the church. Separation of these two distinct parts of the settlement should be maintained in order to preserve the character of the Conservation Area with its many listed buildings.
- 26.5. Thorpe Abbots comprises a small group of mainly detached houses located on frontage plots around the junction of The Street and Mill Road, approx. 2.5 kilometres west of Brockdish. There has been a Conservation Area designated around Thorpe Abbots since 1994.

Starston

- 26.6. The parish contains a dispersed form of development which includes a ribbon of development fronting onto The Street. The row extends along the northern slopes of a shallow valley toward the junction with Church Hill, Redenhall Road, Railway Hill and Harleston Road which, combined with the setting of the church and the bridge, forms an attractive focal point. A wide area is defined as a

Conservation Area which is distinguished by the presence of some notable buildings. The surrounding area is open and affords distant views.

Wortwell

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

Services and Community Facilities

26.8. Needham, Brockdish and Wortwell each have a village hall, pub and opportunities for recreation. Needham and Brockdish have a semi-regular bus service to Diss and Beccles. Wortwell shares this service in addition to a daily service to Norwich, Bungay and Yarmouth. Starston has a semi-regular bus service to Norwich and Harleston.

Settlement Limit

Needham

26.9. The settlement is constrained to the west by the A143 Bypass and Flood Zones 2 and 3 to the north and east. The Settlement Limit is drawn to provide for some limited infill development within the existing village core. The area of development adjacent to the Harleston bypass roundabout is excluded as it is within the flood zone. The Settlement Limit also excludes the church and village hall and the land opposite as it contributes to the open character and rural appeal of this part of the village.

Brockdish

26.10. The Settlement Limit has been drawn to include the main built form of the settlement at Brockdish and allow for some limited sensitive infill within it. A minor addition to the Settlement Limit has been drawn to include a single dwelling that was approved adjacent to the eastern edge of development along The Street (2018/1190).

26.11. No Settlement Limit has been defined at Thorpe Abbots due to the extensive Conservation Area and its remoteness from services and facilities.

Starston

26.12. Due to its dispersed character, attractive valley landscape and extensive Conservation Area, the Settlement Limit has been drawn to reflect the existing settlement form in three separate parts to prevent further development extending into the surrounding open countryside.

Wortwell

26.13. The Settlement Limit has been drawn to include the main built form of the settlement along High Road. Minor extensions to the Settlement Limit have been drawn to include recent development to the south of High Road (2018/2019), as well as an additional parcel of land promoted and assessed as part of the Plan process located immediately north of Wortwell United Reform Church and west of High Road. As a consequence of this extension to the Settlement Limit, existing dwellings adjacent to this site have also been included in the Settlement Limit which now extends to the gap within the built form on High Road.

Site allocations

VC NEE1

26.14. The site at Needham is located to the north of the village in close proximity to the High Road/ A143 roundabout. The A143 runs to the north and east of the site, separated from the site by a parcel agricultural land as well as existing residential development. Harman's Lane, a narrow access-only road, runs parallel to the south-west boundary of the site. The site provides an opportunity for linear development along its frontage, in a form similar to the existing pattern of development adjacent to the north-east and south-west of the site. Existing pedestrian footpaths connect the site to the existing facilities and services within Needham and also extend north into Harleston. A Public Right of Way – Needham FP4 – is to the north of the larger agricultural field.

26.15. Development in this location will infill an open gap that exists in the streetscene. A linear form of development will be a sympathetic addition to the settlement. Although the site lies within the designated Waveney River Valley it is not connected visually to the River Waveney which lies further to the south. The topography of the site, as well as the existing pockets of woodland and tree belts, will restrict wider views into the site and reduce the wider landscape impact. Consideration will need to be given to the boundary treatments to avoid an urbanising effect. Retention of the existing hedgerow along the site frontage

would be preferred but will need to be explored as part of the discussions with the Highways Authority regarding safe vehicular access into the site.

26.16. Discussions with the Highways Authority have suggested that development in this location could have a positive impact on traffic speeds, reinforcing the existing 30mph speed limit. Off-site highway works may include improvements to the existing footpath along the site frontage as well as a financial contribution towards a pedestrian refuge point at the roundabout to the north to improve pedestrian connectivity to Harleston.

26.17. A surface water flow path has been identified to the north and east of the site but does not significantly extend into the site and does not preclude development of the site. In accordance with the findings of the Stage 2 Strategic Flood Risk Assessment (SFRA) the developer of the site will be required to prepare a site-specific FRA as part of the planning application for the site. This should have regard to the Stage 2 SFRA prepared to support the allocation of VC NEE1, particularly regarding any displacement of water due to flood mitigation measures, surface water storage and discharge rates.

26.18. The site currently has no network connectivity the sewer system, therefore early engagement with Anglian Water is recommended regarding the requisitioning of new connection or alternative on-site treatment.

26.19. The Minerals and Waste Authority has identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.

26.20. The site is allocated for approximately 15 dwellings on an area of 0.9ha, a scale of development that is considered appropriate for the local area whilst also addressing the constraints identified above.

0.9ha of land is allocated for approximately 15 dwellings.

The developer of the site will be required to ensure:

- **Frontage development with vehicular accesses to High Road only;**
- **On and off-site highway works to include improvements to the existing pedestrian footpath along the site frontage as well as a proportionate financial contribution towards enhancing the existing pedestrian connectivity at the A143/ High Road roundabout to the north-east of the site;**
- **Boundary treatments to reflect the rural context of the site and avoid the introduction of close boarded fences along prominent boundaries;**
- **The Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **The preparation of a site-specific Flood Risk Assessment (FRA) and strategy to inform mitigation measures and the layout/development of the site which has regard to the Stage 2 VC Strategic Flood Risk Assessment;**
- **Early engagement with Anglian Water regarding the requisitioning of new sewer connection or alternative on-site treatment.**

VC WOR1

26.21. The site lies at the western end of Wortwell village, north and south of High Road. The area to the north of High Road adjoins Oak Hill to the east, whilst the area to the south is immediately adjacent to three recently completed self-build properties. Overall, the site is proposed for 12 dwellings, approximately eight to the north of High Road and four to the south.

26.22. The scale of development means that the two elements of the allocation are likely to be served by private drives, rather than adopted highways. Both sites have vegetation on the road frontages. To the north this includes a series of oak trees, some of which are covered by Tree Preservation Orders (TPOs), and the layout of, and access to, the site will need to retain those trees covered by TPOs, plus the non-TPO trees as far as is possible. To the south the vegetation screens the site when viewed from the west and maintains a more rural approach to the village; again, access should be designed to retain, reinforce, and/or replace this vegetation.

26.23. Due to the rising nature of the land within the river valley, broadly from south to north, the allocation could potentially be prominent in the local landscape and there are some longer distance views towards the Grade I listed St Mary's Church, Redenhall. Therefore, consideration will need to be given to the height of potential dwellings. The sites will need to include boundary treatments that retain the rural approach to Wortwell from the west as well as in any views from footpath Wortwell FP6 (which runs south from The Old School Cottage to Low Road), including additional landscaping which could compensate for the loss of trees not covered by TPOs.

26.24. Whilst there is an existing footway on the north side of High Road, this will require widening to current highways standards, and the developer(s) of the site will be required to undertake to work with Norfolk County Council to promote a Traffic Regulation Order for the extension of the existing 30mph speed limit.

26.25. Development of the two elements of the site will need to ensure that a policy compliant level of affordable housing is delivered, in accordance with other policies of the Local Plan.

26.26. The Stage 2 VC Strategic Flood Risk Assessment (SFRA) identifies potential surface water ponding to the east of the site, north of High Road, as well as surface water flooding on the road frontage of the land to the south of High Road. As such as site-specific Flood Risk Assessment will be required, with consideration given to the key issues identified in the Stage 2 VC SFRA.

26.27. Although the site is 0.95ha, the allocation is for 12 dwellings, reflecting the need to protect the trees covered by TPOs, the landscaping requirements and the need to address flood risk issues.

Policy VC WOR1: North and south of High Road

0.95ha of land is allocated for at least 12 dwellings.

The developer of the site will be required to ensure:

- **The two parcels are treated as a single unit, in order to deliver a policy compliant level of affordable housing;**
- **Protection and retention of those trees covered by Tree Preservation Orders (TPOs), north of High Road;**
- **Arboriculture surveys to demonstrate the impact on non-TPO trees and a sensitive landscaping scheme and boundary treatment to reinforce the rural approach to Wortwell from the west, and from footpath Wortwell FP6 to the southwest;**
- **Design and layout, including building heights, to reflect the potential prominence of the site in the River Valley landscape;**
- **Widening of the footway across the site frontage to current Highways standards;**
- **The preparation of a site-specific Flood Risk Assessment (FRA) and strategy to inform mitigation measures and the layout/development of the site, which has regard to the issues identified in the Stage 2 VC Strategic Flood Risk Assessment.**

The developer of the site will also undertake to work with the Highway Authority to promote an extension to the existing 30mph speed limit via the Traffic Regulation Order process.

Carried forward allocations

VC WOR2

26.28. Previously called WOR1, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. This site was actively promoted to the Village Clusters Housing Allocation Plan for an increased number of dwellings and as such the Council is satisfied that the site remains available for development. Due to the substantial highways requirements associated with Major Development (10+ dwellings) in this location, the scale of development set out in this allocation remains the same as in the 2015 Local Plan.

26.29. The Stage 2 VC Strategic Flood Risk Assessment (SFRA) identifies a number of factors which need to be taken into account in developing proposals for this site, and indicates the need for a site-specific FRA, with the resultant strategy informing the layout of the development

[Policy VC WOR2: land at the junction of High Road and Low Road](#)

0.4 hectares of land is allocated for housing and associated infrastructure for approximately 5 dwellings.

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

- **If vehicular access is proposed from Low Road off-site highway works to include improvements to Low Road and at the Low Road/High Road junction, to ensure highway safety, or alternatively access to be via a private drive from High Road;**
- **The Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **A site layout and design that has consideration to the historic grain of the existing settlement that is in closest proximity to the site;**
- **Preparation of a Flood Risk Assessment (FRA) to inform the drainage strategy and site design and layout. The FRA should have regard to the Stage 2 Strategic Flood Risk Assessment prepared as part of the Village Clusters Housing Allocation Plan.**

27. Newton Flotman and Swainsthorpe

Form and character

Newton Flotman

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

Swainsthorpe

27.2. Development is concentrated between the A140 and the Norwich/London railway line. The settlement is characterised by detached dwellings with the central focus being around the Church and its setting. This is an attractive undeveloped space in the village where development would be inappropriate. Despite recent new development the village has maintained a rural feel which has been achieved by the retention of attractive features such as ponds within the village.

Services and Community Facilities

27.3. Newton Flotman has a good range of services and facilities. The main part of the village contains a GP surgery, primary school, village hall, recreation field, residential care home, motorbike salesroom and allotments. There is a restaurant to the south of the village, and opportunities for local employment at the animal feed mill to the south of the river. The village possesses a good direct link via the A140, to Norwich and Long Stratton and there are regular bus services to Norwich, Long Stratton and Diss. Swainsthorpe has a pub/restaurant on the A140 and is connected by the same bus routes.

Settlement Limit

Newton Flotman

27.4. The Settlement Limit has been drawn to include the main built form of the settlement and include the allocated land, NEW1 made within the 2015 Site Allocations Plan. The village hall, rectory and church are excluded from the Settlement Limit, as is the animal feed mill and all housing on the east of Ipswich Road.

Swainsthorpe

27.5. The Settlement Limit has been drawn to include the main built form of the settlement, preventing further extension into the surrounding countryside. Due to the limited services and facilities available, the narrowness of local roads, the boundary has been drawn to allow for only very limited infill.

Site allocations

VC NEW1

27.6. The site lies to the southwest of Alan Avenue, and southeast of the 2015 Local Plan allocation. The site is well located for access to the services and facilities within the village, and to public transport on the main A140 corridor.

27.7. The site requires two points of access, the first through the carried forward 2015 Local Plan allocation (NEW1) and the second directly from Alan Avenue. Detailed proposals for the 2015 Local Plan allocation received a committee resolution to grant full planning permission for 31 dwellings in May 2022. The layout for the carried forward SWA1 (Application Ref. 2021/2784) includes an access across the northwest corner of this allocation, adjacent to 111 Alan Avenue, and also makes provision for access between the sites along the north-western boundary of this allocation. The site promoters have indicated that a second access can be achieved in the northeast corner of the site. The Highways Authority's preference for the second access to become a continuation of Alan Avenue into the allocation site as the primary route, and the remainder of Alan Avenue (from No. 71) to become the side road off this primary route.

27.8. Once development has taken place on the 2015 Local Plan allocation this site will be surrounded by modern housing on three sides and will be visually well contained. The remaining southwestern boundary has limited public viewpoints but would benefit from reinforcement of the existing hedge line to soften the impact of the development and contain it within the wider landscape. Given the

proximity of surrounding residential development, careful consideration will need to be given to the topography of the site, which slopes broadly downwards from north to south.

27.9. Potential issues with foul water capacity have been raised and were also identified as part of the planning application process for the carried forward NEW1; consequently, the site may need to be phased beyond the first years of the plan and early engagement with Anglian Water is advised. The site is also identified as being with Groundwater Protection Zone 3, which would not preclude development, but requires early liaison with the Environment Agency regarding the protection of water quality.

Policy VC NEW1: Land off Alan Avenue

1.05ha of land is allocated for approximately 25 dwellings.

The developer of the site will be required to ensure:

- **Two points of access, the first via the adjoining carried forward 2015 Local Plan allocation (now VC NEW2), and the second from another point on Alan Avenue, closer to the junction with Flordon Road;**
- **Reinforcement of the vegetation of the southwestern boundary to successfully contain the site and integrate the development with the wider countryside;**
- **Design and layout to take account of the site topography to protect the residential amenity of existing and future properties;**
- **Liaison with Anglian Water regarding foul water capacity and the potential need to phase the site to later in the plan period;**

Carried forward allocations

VC NEW2

27.10. Previously called NEW1, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. This site is to the south-west of Alan Avenue. The site is adjacent to, and within the same control as, allocation VC NEW1 and where possible opportunities to maximise the connectivity between the sites should be explored via the development management process. A planning application for 31 dwellings has been considered by South Norfolk Council's Development Management Committee and, at the time of preparing

this plan, has a resolution to approve, subject to a being able to address nutrient neutrality (2021/2784).

Policy VC NEW2: Land adjacent Alan Avenue

1.3 hectares of land is allocated for housing and associated infrastructure for approximately 30 dwellings. This site is expected to be built out in accordance with planning application 2021/2784 when approved. Any new planning permission will need to ensure the following:

- **Vehicular and pedestrian access via Alan Avenue;**
- **Landscaping of the site to reflect the edge of settlement location, as well as its elevated position within the wider landscape;**
- **Appropriate boundary treatments along the north-west and south-west site boundaries to minimise the visual impact of the development;**
- **Connectivity of the site with VC NEW1 to be incorporated into the site design including vehicular and pedestrian access between the sites, landscaping, site layout and the drainage scheme, unless otherwise agreed with the Local Planning Authority;**
- **Liaison with Anglian Water regarding foul water capacity and the potential need to phase the site to later in the plan period.**

28. Pulham Market and Pulham St Mary

Form and character

Pulham Market

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

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

Pulham St Mary

28.3. The main village is located centrally within the parish. It developed in a linear form east-west with development later being located on a north-south axis along North Green Road, Station Road and Mill Lane, and later still, estate development at Goldsmith Way, Bond Close and Chestnut Road. This has resulted in a village with both linear and nucleated features. The ribbon of local authority housing on Norwich Road reinforces the linear form at the western end of the village.

28.4. In the centre of the village the grounds of 'The Grange' form a large undeveloped area which adds to the open character of the village, as does the area to the north of The Street around the churchyard. Large parts of the village containing a variety of historic buildings fall within a Conservation Area, which extends to the river meadows south of The Street as far as Dirty Lane. The village has good road access via Starston to Harleston to the east and via Pulham Market to the A140 to Norwich, Long Stratton and Diss to the west.

Services and Community Facilities

28.5. Pulham Market has a range of social and community facilities including a surgery, primary school, shop, post office, village hall, pubs and allotments. Pulham St Mary also has a community hall, shop, post office, residential care home and garage. Both villages are served by a semi-regular bus service to Norwich, Diss, Long Stratton and Harleston.

Settlement Limit

Pulham Market

28.6. The Settlement Limit has been drawn to include the main built form of the settlement. There are some opportunities for limited infill within the Settlement Limit.

Pulham St Mary

28.7. The Settlement Limit has been drawn to include the main built form of the settlement but to exclude the churchyard and the grounds of The Grange which contribute to the character of the village.

Site allocations

VC PSM1

28.8. The site is to the north of Norwich Road and west of the centre of Pulham St Mary. The site is part of a larger agricultural field and as such there is currently no boundary defining the western edge of the allocation. Norwich Road runs parallel to the southern boundary of the site, an area of woodland lies to the north and Poppy's Lane, a sunken rural lane, bounds the east of the site. To the south of Norwich Road is a linear row of semi-detached dwellings with direct access to the highway. Pulham St Mary has a number of local services and facilities, as well as a continuous pedestrian footpath connecting it to Pulham Market which lies to the northeast. Pulham CE Primary School is located approximately 1km from the site in Pulham Market and is accessible by pedestrian footway along the entire route.

28.9. The site is in a prominent village location due to its proximity to Norwich Road. Development on this site will have a visual impact however with appropriate site design and layout the impact is considered to be reasonable. The existing allotments immediately to the east of Poppy's Lane provide a break in the streetscene and an area of open space in the southeast corner of the site will

extend this green break, whilst simultaneously also addressing the flood risk outlined below. To preserve highway safety the frontage hedgerow along Norwich Road will require partial or complete removal however all protected trees on the site and along the site boundaries will continue to be protected. Appropriate landscaping will be required within the site to compensate for the loss of the hedgerow along Norwich Road. Development of the site will not have a significant visual impact on the wider landscape due to the presence of existing tree belts and areas of woodland that restrict views towards the site. Views from the footpath network to the south of Norwich Road will be seen in the context of the existing built form and opportunities exist to form an attractive gateway into the village on the approach from Pulham Market.

28.10. In terms of access to the site, this can either be via an access off a significantly improved Poppy's Lane between the Poppy's Lane/ Norwich Road junction (which also requires improvement) and Goldsmiths Way, or by the creation of a new priority route through the site, from Norwich Road to Goldsmiths Way, which will reduce existing traffic flow along Poppy's Lane. The former would significantly change the character of Poppy's Lane and create a greater divide between the two green spaces at this junction (existing allotments and new space proposed in the southeast corner of the site). Early engagement with the highways authority is recommended to inform the detailed design of the site. The highways authority has also confirmed a number of other highways requirements to ensure the continued safe and free flow of the highway network. These include the provision of frontage development onto Norwich Road with associated vehicular accesses as well as a pedestrian footpath, along the site frontage.

28.11. Flood map data, as well as discussions with the Lead Local Flood Authority, have confirmed that the southeast corner of the site lies at the head of a surface water flow path with a risk of flooding identified in this area at the 0.1% AEP event. The area at risk of flooding extends onto Poppy's Lane and any highways works associated with the development of the site should seek to improve the current situation. The SFRA Stage 2 assessment for the site concludes that the existing flow paths on the site should be retained and integrated into the site layout and design, with development steered away from the southern boundary, and that an area of green infrastructure in the southeast corner of the site would be an appropriate design solution. A site-specific Flood Risk Assessment will be required to inform the layout and design of the site, as well as the detailed drainage strategy, however it is considered that development of the scale

proposed is achievable. Furthermore, the detailed drainage strategy for the site may offer opportunities to improve the existing situation outside the boundaries of the site.

28.12. An area of 2.83 hectares has been allocated for up to 50 dwellings. This would be an appropriate site area to deliver a scheme of a suitable density, including the identified area of green infrastructure and standard infrastructure requirements, and facilitate the highways improvements to the local road network.

Policy VC PSM1: Land north of Norwich Road and west of Poppy's Lane

2.83 ha of land is allocated for up to 50 dwellings.

The developer of the site will be required to ensure:

- **Access to the site either via an improved Poppy's Lane and Poppy's Lane/Norwich Road junction or via a new access road between Norwich Road and Goldsmiths Way;**
- **On- and off-site highways works to include the provision of a pedestrian footpath along the site frontage as well as road frontage development onto Norwich Road;**
- **A site-specific Flood Risk Assessment (FRA) and strategy to inform the layout/development of the site, including access arrangements. The FRA must have regard to the requirements set out in the Stage 2 VC Strategic Flood Risk Assessment;**
- **An area of open space to be retained in the south east corner of the site to reduce the visual impact of the development and address the identified areas of flood risk;**
- **The retention and ongoing protection of trees subject to Tree Preservation Orders along the north and south boundaries of the site;**
- **An appropriate boundary treatment along the west boundary of the site to lessen the visual impact of the development and integrate with the wider rural landscape.**

29. Rockland St Mary, Hellington and Holverston

Form and character

Rockland St Mary

29.1. Development is concentrated along The Street with a small, detached cluster of development at Rockland Staithe to the east of the village, and an isolated group of houses to the west at The Oaks, Bramerton Lane. A small number of individual dwellings and farmsteads are widely dispersed throughout the remainder of the parish. The village has developed a linear settlement form based along Rookery Hill and The Street. It has experienced some limited estate development, particularly at the eastern end of the village adjacent to Surlingham Lane together with some infill development.

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

Hellington

29.3. The parish is very rural in character consisting of a few individual dwellings and farms, with isolated clusters of development at Hellington Corner and Hellington Hill. The A146 runs through the south of the settlement providing a good link to Norwich.

Holverston

29.4. The parish is sparsely populated consisting of a few individual dwellings and farms all set in open countryside. The A146 runs through the south of the parish providing a good road link to Norwich.

Services and Community Facilities

29.5. Rockland St Mary has a range of social, recreational and community facilities including a primary school, shop, post office, pub, GP surgery village hall and recreation field. Rockland St Mary also has a regular bus service to Norwich.

Facilities elsewhere in the cluster are limited, although there are two farm shops in Holverston.

Settlement Limit

Rockland

29.6. The Settlement Limit has been drawn to include the main built form of the settlement along The Street, as well as along School Lane and development around Surlingham Lane on Bee-Orchid Way. The boundary is close to but does not adjoin the Broads Authority area.

Holverston and Hellington

29.7. There is currently no Settlement Limit in Holverston and Hellington.

Site allocations

VC ROC1

29.8. Rockland St Mary is a predominantly linear village, located in close proximity to the Broads National Park. The site lies to the east of the village, in closest proximity to the Broads area, and as such is within the transitional landscape around this sensitive area. Rockland St Mary is served by a number of services and facilities including public house, village hall and separate Parish Room and a local store. Rockland St Mary Primary School is located to the west of the village.

29.9. Originally promoted for allocation as two separate parcels of land the site is allocated as one site in order to maximise the benefits of housing delivery, and as such a single scheme is required with no artificial subdivision of the site.

29.10. To the west of the site is Eel Catcher Close, a modest linear development set back from the road frontage. Agricultural land lies to the north and south, with a small cluster of development to the east separated from the site by a parcel of agricultural land. A Public Right of Way (PROW) runs parallel to the east boundary of the site (Rockland St Mary FP3) whilst Rockland St Mary FP2 extends to the north of the site on the opposite side of New Inn Hill. The site is within a sensitive location at a crest in the landscape, and will require careful design and landscaping to contain the visual impact. Furthermore, both PROWs have clear views towards the site and landscaping of the site will need to take into consideration the visual impact of the development from these vantage points. The site layout should take into consideration the existing mature trees

adjacent to the eastern boundary and it will be necessary to protect these trees during the construction phase of development. Developers will be required to submit an appropriate Landscape and Visual Impact Assessment (LVIA) as part of the detailed planning application and site developers are strongly recommended to liaise with the Broads Authority early in the site planning process in order to ensure appropriate viewpoints are considered at the detailed design stage.

- 29.11. Vehicular access into the site may result in the loss of the mature oak tree on the site frontage. The retention of this tree should be explored as part of the detailed design process. The Highways Authority has confirmed that necessary highway works will include the provision of a footpath along the site frontage, connecting to the short length of footpath alongside Eel Catcher Close and then to the existing footpath provision north of The Street. An opportunity exists to provide a second footpath/cycle connection between the south-west corner of the site and The Street, to the east of Old Hall Barn. This should be incorporated into the site layout to maximise pedestrian/cycle connectivity of the site and should be of appropriate design to reflect its proximity to the designated heritage asset. An informal footpath is currently in evidence across the site, connecting FP3 to the existing pedestrian footpaths in the village and the development of this site should retain that link.
- 29.12. Archaeological finds have been recorded within the local area and may extend closer to the site. Liaison with the Historical Environment Service will be required as part of the planning application process to determine the requirement for further archaeological investigation.
- 29.13. The site is located in an area identified as being within Groundwater Source Protection Zone 3. Site developers will be required to liaise with the Environment Agency to ensure that water quality is not adversely affected however this does not preclude development of the site.
- 29.14. The Minerals and Waste Authority has also identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.
- 29.15. The site is within the catchment of Whitlingham Water Recycling Centre (WRC) and the in-combination effects with development identified in the GNLP

may require phasing of this site beyond the early years of the Plan and early engagement with Anglian Water is recommended.

29.16. An area of 1.47ha is allocated for approximately 25 dwellings. This is considered to be an appropriate density to reflect those matters identified above, and in particular the landscape sensitivity of the wider area.

Policy VC ROC1: Land south of New Inn Hill

1.47ha of land is allocated for approximately 25 dwellings.

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

- **A Landscape and Visual Impact Appraisal is submitted as part of the detailed planning application to identify the impact of development on the landscape, particularly the Broads Area, and to inform the scale, layout and design of development;**
- **Protection of the mature trees to the east of the site during the construction phase of development;**
- **Appropriate landscaping and boundary treatments along the north, east and south boundaries of the site to minimise the visual impact of the development in the landscape;**
- **On- and off-site highways works to include a pedestrian footway across the site frontage to connect to the existing pedestrian footway to the west of the site, as well as a secondary pedestrian access to the east of Old Hall Barn and providing a linkage to the local footpath network;**
- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **Early engagement with Anglian Water regarding the need to phase development within the catchment of Whitlingham Water Recycling Centre.**

VC ROC2

29.17. The site lies south of The Street, to the rear of the GP Surgery and existing dwellings. The site is close to the main services and facilities in the village, as well as the peak time bus service to Norwich.

29.18. In its current form there is no suitable direct vehicular access to the site from The Street that could be used to serve the allocation. Options have been

considered by the site promoter and the preferred access uses an upgrade of the existing field access between 24 and 26 The Street. This will require improvement along the length of the access to provide at least a Type 6 road to the Highway Authority's standards, and to create suitable visibility splays within the Highway Authority's control. These improvements will be sufficient to serve up to 25 dwellings. The Highway Authority also wishes to see improved pedestrian facilities on The Street, between the site access and the footway outside 34 The Street.

29.19. Whilst the site extends behind what is principally frontage development on The Street, the effect is partly mitigated by School Lane and St Margaret's Way to the west, which have development in depth, and the long and heavily vegetated gardens of the plots to the east. The site is visually well contained from The Street and by the existing vegetation to the east, but careful consideration will need to be given to the remaining boundaries, which will be largely to open agricultural fields. Proposals will need to both visually contain the development and integrate the site with the wider countryside, taking into account any views from footpath Rockland St MaryFP4/Hellington FP3 to the south-east. Proposals will also need to protect those trees and hedgerows which border the site, albeit that many lie outside the site itself.

29.20. The site is identified as being within Groundwater Protection Zone 3, which would not preclude development, but early liaison with the Environment Agency regarding the protection of water quality is recommended.

29.21. The site is within the catchment of Whitlingham Water Recycling Centre (WRC) and the in-combination effects with development identified in the GNLP may require phasing of this site beyond the early years of the Plan. Similarly, early consultation indicated that there may be sewers crossing the site, and therefore early engagement with Anglian Water is also advised.

Policy VC ROC2: South of The Street

1.33ha of land is allocated for up to 25 dwellings.

The developer of the site will be required to ensure:

- **Access from The Street, suitable for up to 25 dwellings;**
- **Footway connections from the site providing access to nearby footways on the south side of The Street;**
- **Landscaping which visually contains the site and integrates it with the wider countryside to the south;**
- **Protection of the trees and hedges on the site boundaries, including those outside of the site itself;**
- **Early engagement with Anglian Water regarding the need to phase development within the catchment of Whitlingham Water Recycling Centre.**

30. Roydon

Diss and District Neighbourhood Plan

- 30.1. The Diss and District Neighbourhood Plan covers an area that includes the following settlements that are, or form part of, a South Norfolk Village Cluster: Burston, Shimpling, Diss, Roydon and Scole.
- 30.2. The Diss and District Neighbourhood Plan is being prepared by a steering group working on behalf of Diss Town Council (as the Qualifying Body) and Burston & Shimpling, Roydon, and Scole Parish Councils. The Neighbourhood Plan area also includes Brome & Oakley, Palgrave and Stuston parishes within Mid-Suffolk District. The Neighbourhood Plan was submitted to South Norfolk Council and Mid-Suffolk District Council in July 2022 and was published for consultation under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012 between November and December 2022. Once its independent examination is complete the Neighbourhood Plan is expected to be adopted as part of the Development Plan.
- 30.3. The proposed Diss and District Neighbourhood Plan includes site allocations for residential development, based upon housing requirements for different areas as set out in the Greater Norwich Local Plan (GNLP).
- 30.4. A minimum housing requirement of 25 homes for the Burston, Shimpling and Gissing cluster, 25 homes in the Roydon Cluster and 50 homes in the Scole Cluster is identified in this Plan. This reflects the proposed allocation within the submitted Diss and District Neighbourhood Plan. These will contribute to the GNLP requirement for the South Norfolk Village Clusters.
- 30.5. Details of the proposed Diss and District Neighbourhood Plan can be found on South Norfolk Council's website at:
www.southnorfolkandbroadland.gov.uk/ddnp.
- 30.6. Further information is also available at the Diss & District Neighbourhood Plan website, here: www.ddnp.info.

Form and character

30.7. The main development in the parish is concentrated in three areas. There is the main village of Roydon; an area of settlement around Baynards Green; and parts of the settlement of Diss to the west of Shelfanger Road and north of Factory Lane, and along Tottington Lane west of Fair Green (both of which are within Diss Settlement Limit and considered with Diss). The parish also contains clusters of development around Brewers Green and part of Bressingham Common along Bressingham Road. Roydon village is located on the A1066 overlooking the Waveney Valley, and comprises several residential estates to the north of the road and a ribbon of development along its south side. To the east, an area of open fields containing an isolated row of dwellings on Factory Lane separates Roydon from the developed area of Diss. Elsewhere, the village is surrounded by open farmland affording attractive views to Snow Street and a shallow valley to the north, and across the larger Waveney Valley to the south. At Baynards Green, development is of a linear nature along Snow Street, Baynards Lane and Hall Lane. These combine to create an attractive environment, where trees are integral to the setting of the dwellings.

30.8. The A1066 provides Roydon with a direct east-west link to Diss and other settlements along the Waveney Valley. Old High Road provides a further link to the centre of Diss via Roydon Road. The B1077 Shelfanger Road links northward to Shelfanger and Attleborough.

Services and Community Facilities

30.9. The village contains a range of facilities including a primary school, service station, village hall and pub. The village also has space for recreation and a regular bus service to Diss, Norwich, Long Stratton and Bury St Edmunds.

Settlement Limit

30.10. The Settlement Limit has been drawn to include the main built form of the settlement and to maintain the separation of the two parts of the village, and that of Roydon and Diss.

31. Saxlingham Nethergate

Form and character

- 31.1. Development within the parish is concentrated at Saxlingham Nethergate with smaller concentrations at Saxlingham Thorpe and Saxlingham Green, and a small cluster of dwellings at West End. The remainder of the parish comprises scattered individual dwellings and farmsteads.
- 31.2. Saxlingham Nethergate has developed from a linear settlement form with development historically taking place along the south side of both The Street and Church Hill. This contrasts with the opposite frontage of The Street and Church Hill which is generally wooded and makes an important contribution to the rural character of the village. Estate development has taken place at Kensington Close, Steward Close and Pitts Hill Close. Church Green is a particularly attractive open space which contributes to the setting of The Old Rectory, the church and The Old Hall, all of which are listed buildings. The importance of this area is reflected by its inclusion in the Conservation Area, which also includes Church Hill and The Street. The village is set in an attractive valley landscape based on a tributary of the River Tas. The A140 runs north-south through the western limit of the parish, providing good links from the village to Norwich and Long Stratton.

Services and Community Facilities

- 31.3. The village has a preschool, primary school, village hall, cricket pavilion and community garden. Saxlingham Green also has a residential care home. There is a semi-regular bus service to Norwich and Harleston.

Settlement Limit

- 31.4. The Settlement Limit has been drawn to include the main built form of Saxlingham Nethergate. Dispersed development around Saxlingham Green has not been included.

32. Scole

Diss and District Neighbourhood Plan

- 32.1. The Diss and District Neighbourhood Plan covers an area that includes the following settlements that are, or form part of, a South Norfolk Village Cluster: Burston, Shimpling, Diss, Roydon and Scole.
- 32.2. The Diss and District Neighbourhood Plan is being prepared by a steering group working on behalf of Diss Town Council (as the Qualifying Body) and Burston & Shimpling, Roydon, and Scole Parish Councils. The Neighbourhood Plan area also includes Brome & Oakley, Palgrave and Stuston parishes within Mid-Suffolk District. The Neighbourhood Plan was submitted to South Norfolk Council and Mid-Suffolk District Council in July 2022 and was published for consultation under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012 between November and December 2022. Once its independent examination is complete the Neighbourhood Plan is expected to be adopted as part of the Development Plan.
- 32.3. The proposed Diss and District Neighbourhood Plan includes site allocations for residential development, based upon housing requirements for different areas as set out in the Greater Norwich Local Plan (GNLP).
- 32.4. A minimum housing requirement of 25 homes for the Burston, Shimpling and Gissing cluster, 25 homes in the Roydon Cluster and 50 homes in the Scole Cluster is identified in this Plan. This reflects the proposed allocation within the submitted Diss and District Neighbourhood Plan. These will contribute to the GNLP requirement for the South Norfolk Village Clusters.
- 32.5. Details of the proposed Diss and District Neighbourhood Plan can be found on South Norfolk Council's website at:
www.southnorfolkandbroadland.gov.uk/ddnp.
- 32.6. Further information is also available at the Diss & District Neighbourhood Plan website, here: www.ddnp.info.

Form and character

- 32.7. The village is located partly on the edge of the Waveney Valley. The village is centred around the junction of the former routes of the A140 and A143. The

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

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

Services and Community Facilities

32.9. Scole has a range of social and community facilities including a primary school, village hall recreation field and pub. There is a semi-regular bus service to Diss, Norwich, Beccles and Long Stratton.

Settlement Limit

32.10. The Settlement Limit has been drawn to include the main built form of the settlement and to protect the setting of the Conservation Area around the village centre and church from inappropriate development to the west. The boundary includes a residential allocation proposed to be carried forward in the Diss & District Neighbourhood Plan, located behind the affordable housing scheme at Flowerdew Meadow opposite the school. The Settlement Limit has been updated to incorporate recent development west of Norwich Road at Kings Close (2016/0165).

33. Seething and Mundham

Form and Character

Seething

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

33.2. A particularly attractive feature of the village is the large pond and adjacent woodland area which are an integral part of the setting of Mere House and White Lodge, both listed buildings. To the north-east of the main built-up area is a ribbon of development comprising council housing set in open countryside. The north and north-west of the parish comprises attractive valley landscape which contributes towards the rural setting of the village. Road links exist via Brooke Road (C203) and the B1332 to the west, and to Loddon and the A146 to the east.

Mundham

33.3. The parish has a very dispersed settlement pattern of individual dwellings and farms, isolated clusters of development at the London Road/Mundham Road junction and at Mundham Common Road. The remainder of the parish is predominately agricultural.

Services and Community Facilities

33.4. Seething has a range of social, recreational and community facilities including a primary school, shop, post office and village hall. Both villages are served by a limited bus service to Norwich and Loddon.

Settlement Limit

Seething

33.5. The Settlement Limit has been drawn to include the main built areas of the settlement. It is split into three parts to exclude the area around the ponds in order to preserve the rural character of the village. The existing southern-most

Settlement Limit has been extended westwards to include the linear development to the west of Seething Road, incorporating the two new dwellings approved under planning permission 2018/1033, as well as two further sites promoted and assessed through the Plan process. A new length of Settlement Limit has also been drawn around existing linear development on Mill Lane to the north of the settlement.

Site allocations

VC SEE1

33.6. The site lies to the west of Mill Lane, north of the existing linear development, which runs south to the junction with Brooke Road.

33.7. The existing development is frontage only and relatively consistent in form and density, being predominantly two-story semi-detached dwellings, set back from the road frontage by gardens and parking. The site will also be developed as frontage housing, in keeping with this existing pattern. The site is well screened by existing vegetation to the west, but the northern boundary is open to the adjoining agricultural field; public views are likely to be minimal, but landscaping would be desirable to contain the development in the wider rural landscape.

33.8. The site is less than 1km from the local services and facilities in the village, as well as the bus stops on the route that currently serves Norwich City Centre. Whilst there are no footways on Mill Lane, much of the road has wide verges and there is good visibility. The Highway Authority has indicated that a footway along the site frontage will be necessary, although this could be less formal in nature to reflect the character of the area, along with local carriageway widening.

33.9. The site is identified as being underlain by safeguarded sand and gravel resources, consequently any development will need to comply with the relevant policies of the Minerals and Waste Local Plan at the time of any application.

33.10. The site is adjacent to a Water Recycling Centre (WRC), and Anglian Water has identified that there are sewers crossing the site, both of which will need to be taken into account as part of the development layout. In addition, the WCS is small and consequently development of VC SEE1 may have a disproportionate impact on the WRC, requiring upgrades.

33.11. The Village Clusters Strategic Flood Risk Assessment (SFRA) identifies that development sites should not increase runoff and contribute to the existing known surface water issues.

[Policy VC SEE1: West of Mill Lane](#)

0.53ha of land is allocated for at least 12 dwellings.

The developer of the site will be required to ensure:

- **Development is set out as frontage housing, in keeping with the form and character of Mill Lane;**
- **A footway, suitable for the rural location, and carriageway widening will be required across the front of the site;**
- **Protection of mature trees adjoining the site and landscaping of the northern boundary to contain the site in the wider landscape;**
- **Early engagement with Anglian Water regarding their infrastructure on and adjoining the site and capacity of the Water Recycling Centre.**

34. Spooner Row and Suton

Form and character

34.1. The village has developed as four significant settlement groupings, with the Norwich to Ely railway line and agricultural land separating the groups. The open spaces between these settlement groups contribute to the character of the village. To the north-east, across the A11, is Suton which is a small hamlet. There are minor road connections to the A11 providing access to Attleborough, Wymondham and Norwich.

Services and Community Facilities

34.2. The village hall, rail halt and primary school are in the School Lane/Station Road cluster, while there is a pub on the crossroads to the east. Suton has preschool facilities. Spooner Row has a railway station with one train a day to Norwich and Cambridge. There is also a regular bus service to Norwich, Wymondham and Attleborough, although these only stop on the B1172 across the A11, and several hundred metres from the central areas of the village.

Settlement Limit

34.3. The Settlement Limit has been drawn to include the main built form of the settlement but excludes the school playing field. As such, it appears in clusters, reflecting the dispersed nature of Spooner Row. The Settlement Limit has been updated to include development at The Ridings. No Settlement Limit is defined for Suton.

Site allocations

VC SPO1

34.4. The site lies to the west of Bunwell Road, opposite a residential development under construction at the time of preparing this plan. Linear development characterises much of the existing development within the village with notable exceptions including the new development east of Bunwell Road. Spooner Row comprises a number of distinct areas of development separated by modest parcels of agricultural land. This site forms part of a larger agricultural field to the south east of the main settlement.

34.5. The site is located in the south-east corner of the agricultural field, along the road frontage and adjacent to the boundary with residential dwellings to the

south. Development of this site will reduce the existing undeveloped gap between The Orchards and the Queen's Street/Bunwell Road junction, however linear development will complement the traditional built form in evidence in the village, whilst continuing to retain some separation between the different clusters of development. In combination with the development on the opposite side of Bunwell Road, the site marks a transition between the village and the rural surroundings. As such a modest level of development is allocated in this location to limit the visual impact in the wider landscape setting. For the same reason appropriate boundary treatments will be required along the newly created site boundaries, as well as the protection and enhancement of the existing boundary with properties to the south.

34.6. To maintain and protect highway safety a number of on- and off-site highways works have been identified. These include improvements to both the existing carriageway and the pedestrian frontage footpath between the site and Station Road, as appropriate, and a review of the existing speed limit along the site frontage.

34.7. To the north of the site, and within the same parcel of agricultural land, an extensive area is identified as being within floodzones 2 and 3a. An active surface water flowpath has also been identified north of VC SPO1. The allocation does not extend into these identified areas and the Lead Local Flood Authority has confirmed that, with an appropriate drainage strategy, development of the site is acceptable. Opportunities to improve the existing flood risk as part of the site layout and design should be sought as part of development of the site.

34.8. The impact of VC SPO1 on the identified heritage asset to the south of the site, The Orchards, has been assessed via the supporting Heritage Impact Assessment. Development of the site is not considered to result in harm to the significance of the setting of the listed building however reinforcement of the existing boundary vegetation will also provide further protection of this heritage asset. Archaeological records exist for land south of Bunwell Road therefore consultation with the Historic Environment Record will be required to determine the need for surveys prior to development.

34.9. Spooner Row Water Recycling Centre (WRC) is small and consequently development of VC SPO1 may have a disproportionate impact on the WRC, requiring upgrades, therefore early engagement with Anglian Water is recommended.

34.10. An area of 0.76ha is allocated for approximately 15 dwellings in this location. This is considered to result in an efficient use of land whilst avoiding areas of identified flood risk within the wider area and limiting the visual impact of development on the approach into the settlement.

Policy VC SPO1: Land west of Bunwell Road

0.76ha of land is allocated for approximately 15 dwellings.

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

- **Linear frontage development only to reflect the existing pattern of development in Spooner Row;**
- **Appropriate landscaping of the north and west boundaries, to contain the development and integrate it with the wider countryside, and the protection and enhancement of the existing vegetation along the south west boundary;**
- **A site-specific Flood Risk Assessment (FRA) and strategy, to inform the layout of the site, which has regard to the requirements of the Stage 2 VC Strategic Flood Risk Assessment;**
- **Highway works to include improvements to the existing carriageway as well as the pedestrian footway between the site and Station Road;**
- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development**

VC SPO2

34.11. The site is located to the south of Station Road, immediately opposite Spooner Row Primary School. The main area of the settlement is to the east of the site. Spooner Row comprises a number of distinct areas of development, separated by modest parcels of agricultural land. A linear pattern of development characterises much of the existing built form although there are also some small clusters of housing, most notably along Bunwell Road as well as the current development site opposite VC SPO2. The frontage of VC SPO2 has a planning history that includes a previous permission for residential development on the site that has subsequently expired.

- 34.12. Originally promoted for allocation as two separate parcels of land, the site is one allocation in order to maximise the benefits of housing delivery, and as such a single scheme is required with no artificial subdivision of the site.
- 34.13. Frontage development of the site along Station Road will reflect the existing linear development in Spooner Row, whilst the larger area to the rear of the frontage provides an opportunity for a more comprehensive development. The site will be viewed against the backdrop of the existing development along Station Road, as well as the new dwellings under construction at the time of preparing this plan; however, it will also reinforce the transition between the settlement and the rural surroundings. Appropriate landscaping of the site boundaries will be required to mitigate the visual impact of the site development, particularly along the southern boundary, whilst the protection and enhancement of the existing landscaping on the eastern and western boundaries will also provide mitigation of the visual impact.
- 34.14. Vehicular access to the site will be via Station Road only. In order to secure adequate visibility splays it will be necessary to remove some or all of the existing established hedgerow and mature trees along the site frontage. Where possible retention of the existing landscaping should be a priority, however replacement landscaping should be incorporated into the site layout and design if this is not achievable. An area of potential traditional orchard priority habitat has been identified as lying adjacent to the western boundary of the site and opportunities to enhance this area could be considered as part development of this site, securing additional biodiversity gain.
- 34.15. To preserve and maintain highway safety, highway works associated with the development of this site will include the provision of a footway across the site frontage to connect to both the existing footpath provision in the village and enable safe pedestrian access to Spooner Row Primary School.
- 34.16. An area of surface water flooding has been identified along the site frontage and within part of the site boundaries. This is not considered to preclude development of the site and the Lead Local Flood Authority has confirmed that a reasonable drainage solution is achievable to address this issue.
- 34.17. Spooner Row Water Recycling Centre (WRC) is small and consequently development of VC SPO2 may have a disproportionate impact on the WRC,

requiring upgrades, therefore early engagement with Anglian Water is recommended.

34.18. The site is allocated on an area of 1.67ha and is allocated for approximately 25 dwellings, reflecting the gateway location of the site and the need to address flood risk issues.

Policy VC SPO2: South of Station Road

1.67ha of land is allocated for approximately 25 dwellings.

- **The developer of the site will be required to ensure that:**
- **Access from Station Road only with off-site highways works to include a pedestrian footpath along the site frontage and a crossing point to connect to Spooner Row Primary School;**
- **Protection and enhancement of the trees and hedgerows on the east and west site boundaries and an appropriate boundary to the south of the site, which both contains the site and integrates it with the wider rural landscape;**
- **Site layout and design to include linear development facing the Station Road frontage.**

Carried forward allocations

VC SPO3

34.19. Previously called SPO2, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. Since 2015 the site has been subject to a number of planning applications with subsequent amendments also granted planning consent. The site continues to benefit from planning permission for 7 dwellings (2016/0627) and a CIL payment has been made following the commencement of the site.

34.20. Local concerns have been raised about flood risk in relation to this site. Flood risk was appropriately considered through the planning application process and any future proposal for the site will also need to consider flood risk as part of the application process.

34.21. This site lies to the north of the playing field, opposite existing housing and consolidates one of the existing development boundary clusters.

Policy VC SPO 3: Land at School Lane

0.3 hectares of land is allocated for up to 7 dwellings. This site is expected to be built out in accordance with the existing planning permission (2016/0627). Any new planning permission will need to ensure the following:

- **Off-site highway works to include improvements to the provision for pedestrian safety in the immediate area of the development site, details of which to be agreed with the Highways Authority and the LPA;**
- **Protection of the existing protected tree (subject to a Tree Preservation Order) on the east of School Lane during the construction phase of development;**
- **Retention, protection and reinforcement of the existing established hedgerow and tree boundaries along the south and east boundaries of the site wherever possible;**
- **Appropriate boundary treatments to the north and east boundaries to reflect the rural context of the site.**

VC SPO4

34.22. Previously called SPO1, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. This site sits opposite and adjacent to existing housing on Chapel Road, and consolidates one of the existing clusters of dwellings that make up Spooner Row.

34.23. The site has been subject to several planning applications, as part of linked permissions for development south of the village, east of Bunwell Road. At the time of preparing the this Plan the site has permission for 14 units. However, whilst development east of Bunwell Road has commenced, development on VC SPO4 has not started and a constraint has been identified in terms of an underground gas pipeline at a shallow depth on the site frontage, which has delayed implementation. The Chapel Lane part of the linked planning permissions accommodates all of the affordable housing for the combined 39 units, and this is reflected in Policy VC SPO4.

Policy VC SPO4: Land at Chapel Road

0.6 hectares of land is allocated for up to 14 dwellings. This site is expected to be built out in accordance with the existing planning permissions (2014/2472, 2016/2424 & 2018/1622). Any new planning permission will need to ensure the following:

- **Sufficient affordable housing to meet the Local Plan policy requirements for the combined Chapel Lane and east of Bunwell Road sites;**
- **The northern edge of the site should be landscaped to lessen the visual impact when approaching the village along the Wymondham Road;**
- **Advice is sought from the appropriate water authority regarding the need for relocation of the existing nearby sewage pumping station, to facilitate maintenance.**

35. Stoke Holy Cross, Shotesham and Caistor St Edmund & Bixley

Form and character

Stoke Holy Cross

35.1. Within the parish of Stoke Holy Cross there are two main areas of settlement, the main village lying either side of the C201 road connecting Norwich and Hempnall in the west of the parish, and the settlement of Upper Stoke which lies on its eastern boundary. This latter area forms part of the settlement of Poringland and is covered by the Poringland Settlement Limit defined through the Greater Norwich Local Plan (GNLP).

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

35.3. The C201 provides a direct link from the village to Norwich.

Shotesham

35.4. Development within the parish has been concentrated along the Street to form the established village of Shotesham. The village has developed a linear settlement form with one plot depth only. The whole village is set within an attractive valley landscape with a particular feature being the abundance of trees and hedges which fill the significant gaps that separate many of the buildings and therefore are important in maintaining the rural character of the village.

35.5. The main built-up area together with part of Shotesham Common is a Conservation Area, designated since 1973. This has subsequently been reviewed and updated.

Caistor St Edmund and Bixley

35.6. Caistor St Edmund is situated in the Tas Valley and is the site of the remains of a Roman market town. Development within the parish is sparsely populated with development concentrated along Stoke Road and Caistor Lane and the remainder of the parish displaying a dispersed settlement pattern of individual

dwellings. The parish is located close to the A140 and A47 allows good access to Norwich and further afield.

35.7. Bixley is predominately rural in nature with isolated dwellings. The B1332 allows good access to the south towards Poringland, but also to the north to A146 and A47.

Services and Community Facilities

35.8. Stoke Holy Cross possesses a range of facilities, including a primary school and a preschool, village hall, recreation facilities, village shop, two restaurants and a takeaway. Arminghall village hall is located in Bixley parish, and Shotesham has a pub. Shotesham has a semi-regular bus service to Norwich and Harleston. Stoke Holy Cross, Caistor St Edmund and Bixley share this service but also have more regular buses to Norwich, Bungay and Poringland.

Settlement Limit

Stoke Holy Cross

35.9. The Settlement Limit has been drawn to include the main built form of the settlement and recent new housing development. The boundary allows for additional infill development on Long Lane and elsewhere in the village but has been drawn to protect the more rural character of the village in the southern and northern extremities of development along Norwich Road.

Shotesham

35.10. Due to the limited services available and the attractive valley landscape the Settlement Limit has been drawn around the existing built up area to prevent further ribbon development extending into the surrounding countryside. The area from the walled frontage of Shotesham House and the Old Barn southwards along The street has been excluded from the Settlement Limit because of the importance this area has in contributing towards the form of the village. Any proposals for new development within the boundary must take account of the character of the well-established Conservation Area and positively enhance it.

Site allocations

VC STO1

35.11. The site is located to the north-east of the village, is adjacent to a recent development at Harrold Place and mirrors the eastern edge of the development off Broomefield Road, on the opposite side of Long Lane. Development on the

site will be viewed in the context of these recent developments. The site benefits from good connections to the services and facilities available within Stoke Holy Cross, including via the existing pedestrian footpaths. Stoke Holy Cross Primary School has recently benefitted from an expansion of its site area following recent residential development in the village.

35.12. The Highway Authority has confirmed that most of the development will be served from the existing Harrold Place access, plus some frontage development onto Long Lane. The recently completed access at Harrold Place will require widening and some recent planting may need to be removed to facilitate this. The element of frontage development onto Long Lane is preferred to reinforce the existing 30mph speed limit and the existing footpath provision will require extending along the site frontage.

35.13. The site is located to the south of the Tas Valley River Valley, with a small area of the site extending into this landscape designation. The visual impact arising from this site will be reduced by being seen against the backdrop of the existing settlement, particularly the adjacent scheme and housing along Long Lane. Development at Harrold Place successfully integrates into the surrounding landscape and as such development on this site should reflect the form and scale of the adjoining scheme. To minimise the visual impact of the development on the approach from the east along Long Lane, dwellings should be restricted to 1 and 1.5 storey in height, unless supporting evidence at the time of the planning application confirms that 2 storey development is acceptable. The existing eastern boundary, including the established trees, will require protection and enhancement to mitigate the visual impact arising from the development. Landscaping will also be required along the northern boundary of the site to soften the visual impact of the development in longer views towards the site from the north and west, including those across the River Valley.

35.14. The site is allocated for up to 25 dwellings on a site area of 1.42ha, a scale of development which is considered to be acceptable reflecting the landscape sensitivities of the site and the density of the adjoining development at Harrold Place.

Policy VC STO1: Land north of Long Lane

1.42ha of land is allocated for up to 25 dwellings.

The development of the site will be required to ensure:

- **The continued safe and free flow of the local highway network, with the majority of dwellings served from the existing Harrold Place access, plus frontage development onto Long Lane, and the extension of the existing pedestrian footpath along the site frontage;**
- **Protection and enhancement of the existing Priority Habitat, including the established trees, along the eastern boundary of the site to minimise the visual impact of the development from Long Lane;**
- **Establishment of landscaping along the northern boundary of the site to minimise the visual impact of development in views across the River Valley;**
- **Development is limited to 1 and 1.5 storey in height along the eastern boundary and in the north-east corner of the site to minimise the visual impact of the development and the impacts on residential amenity.**

36. Surlingham, Bramerton and Kirby Bedon

Form and character

Surlingham

- 36.1. Surlingham has a linear character with no significant estate development. It comprises ribbons of continuous single plot depth development principally along The Street, The Green and Walnut Hill with off-shoots from these roads along New Road and Mill Road. Detached from this main group is Ferry Corner to the north, and Church Corner. The village retains a very rural character and is adjacent to the Broads, with much of the parish's northern half lying within the Broads Authority area
- 36.2. The settlement is linked to the Norwich Area by the C202 which links via Bramerton to the A146 at Trowse close to its junction with the A47 Norwich Southern By-pass and provides good accessibility to the wider Norwich area.

Bramerton

- 36.3. Within the parish of Bramerton there are a number of groups of development; the main village running north to south along Framingham Lane and The Street; the development between, and on, Hill House Road and Mill Hill including that which overlooks the River Yare; and small developed frontages isolated from the main village on Surlingham Lane and Cory's Close.
- 36.4. The majority of the main settlement within the parish is a Conservation Area containing a number of listed buildings and important spaces within the settlement including the wooded parkland setting of Bramerton Hall. Bramerton is also in close proximity to the Broads, with the northern fringe of the parish within the Broads Authority area

Kirby Bedon

- 36.5. Kirby Bedon is a sparsely populated parish. It consists mainly of individual dwellings and farms, many with farm buildings associated and clusters of dwellings set in open countryside. Kirby Bedon is also in close proximity to the Broads, with the northern fringe of the parish within the Broads Authority area.

Services and Community Facilities

36.6. Surlingham has a primary school and Bramerton has a village hall and recreation facilities. In addition, there are two pubs on the bank of the river Yare. All three villages are connected by a regular bus service to Norwich.

Settlement Limit

Surlingham

36.7. The Settlement Limit has been drawn to protect the rural nature of the settlement and the existing pattern of linear development.

Bramerton

36.8. The Settlement Limit has been drawn to include the main built form of the settlement along the Street and includes the former employment site at Church Farm which is now residential.

37. Tacolneston and Forncett End

Form and character

- 37.1. The main concentration of development within the parish of Tacolneston is based along Norwich Road and adjoins the built-up area of Forncett End to the south. Development in the remainder of the parish comprises scattered individual dwellings and farmsteads. The village developed as a predominantly linear settlement along Norwich Road with the addition of post war estate development, namely at Dovedale Road, Boileau Avenue and off Bentley Road in Forncett End.
- 37.2. Further estate development exists at The Fields to the west of Norwich Road. A significant break in the built-up frontage on both sides of Norwich Road exists to the north of the Manor House buildings whose setting in spacious grounds with good tree growth contributes towards the 'open' nature and rural character of this part of the village. The area to the north of the estate development at Dovedale Road is designated as a Conservation Area and extends as far east as the church. This area has a distinctly rural character with mature trees.
- 37.3. In Forncett End ribbon of development has extended along Long Stratton Road to the east with development limited to the north side of the road east of Chestnut Tree Farm with the southern side largely undeveloped and fronting open fields. Development has also extended along the south side of West Road and along both sides of Tabernacle Lane as far as Elm Tree Farm.
- 37.4. The B1113 provides relatively good access to Norwich and New Buckenham whilst the B1135 runs to the north providing access to Wymondham and Long Stratton. The remainder of the parish is served by 'C' class and unclassified roads.

Services and Community Facilities

- 37.5. The parish has a range of social and community facilities including a primary school, pub, takeaway restaurant, village hall and recreation facilities. There is a limited bus service to Norwich, Diss, Wymondham, Wreningham and East Harling.

Settlement Limit

37.6. Tacolneston has two separate areas contained within Settlement Limits. A Settlement Limit has been drawn to include the main built form of the settlement whilst a smaller Settlement Limit has been drawn around the estate development at Dovedale Road to the north of the village.

Site allocations

VC TAC1

37.7. The site lies to the west of Norwich Road, in front of an existing bungalow and the agricultural buildings associated with Hill Top Farm. To the north of the site, separated by existing residential development, is Tacolneston Conservation Area which extends north along the B1113. On the opposite side of the B1113 is the Dovedale Road development comprising single and 1.5 storey dwellings whilst to the south of the site is a parcel of agricultural land which forms a gap in the built form of the settlement.

37.8. The site has a strong relationship with the existing services and facilities within the village, being located within 200 metres of the village primary school and approximately 550 metres from the recreational facilities and village hall. A continuous footpath, on the opposite side of Norwich Road, connects the site to these amenities as well as to the rest of the settlement.

37.9. A green gap separates Tacolneston into two clusters of development, north and south along the B1113. Whilst VC TAC1 will have an impact on the open, semi-rural, character created by this gap it relates well to the existing built form to the north of the village, particularly the development at Dovedale Road, as well as the existing agricultural buildings to the west and the planning permission for 3 dwellings along the site frontage (2016/2635). With appropriate design and landscaping, and viewed in the context of the existing developments, this site will not have a significant impact on the wider landscape setting.

37.10. A network of off-site ponds exists in proximity to the site and development of the site should ensure ongoing connectivity between these ecological features. Similarly, appropriate measures will need to be taken to ensure the continued protection of the protected horse chestnut tree on the site frontage, adjacent to the existing farm access.

37.11. The existing farm access is proposed to be upgraded to create the new vehicular access to the site, and some highways works have been identified as being appropriate to preserve existing highway safety. These measures include the provision of a pedestrian footpath extending along the site frontage, as well as the delivery of a highway crossing to connect the site to the existing footpath on the opposite side of the road thereby creating a safe pedestrian route to Tacolneston CE Primary Academy.

37.12. There is currently limited capacity at the receiving Water Recycling Centre (Forncett End) and early engagement with Anglian Water is recommended regarding the potential need to phase of the site beyond the earlier years of the Plan.

37.13. A site area of 0.6ha has been allocated for up to 25 dwellings. A concept drawing has been provided illustrating that this number of homes could be accommodated on the site however this layout comprises a high number of one- and two-bedroom dwellings. Whilst this does not accord with the current housing mix as set out in the Greater Norwich Local Housing Need Assessment (LHNA), a regular criticism of smaller village sites is that there is often a high proportion of larger dwellings at the expense of smaller, entry level, dwellings. As such, this site could help address this concern. However, should an alternative housing mix be necessary this may reduce the number of dwellings that can be achieved on the site.

[Policy VC TAC1: Land to the west of Norwich Road](#)

0.6ha is allocated for up to 25 dwellings.

The development of the site will be required to ensure:

- **Highway works to include the provision of a frontage footpath and the creation of a crossing point across the B1113 to connect to the existing pedestrian footpaths, and provide a safe route to school;**
- **Retention and protection of the horse chestnut tree on the site frontage which is subject to an existing Tree Preservation Order;**
- **Appropriate boundary treatments to the south of the site minimise the landscape impact of the development.**

- **Early engagement with Anglian Water (AW) to determine the capacity of the receiving Water Recycling Centre (WRC), and the consequent potential need to phase the site until capacity is available.**

Carried forward allocations

VC TAC2

37.14. Previously called TAC1, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. The site is located off a cul-de-sac called the Fields which is accessed from the B1113 Norwich Road. At the time of preparing this plan the site benefits from outline planning permission (2017/0225) and the Council is in receipt of an associated Reserved Matters application (2021/2572) as well as applications to discharge a number of planning conditions. However, the site lies within an area impacted by nutrient neutrality and as such these applications currently remained undetermined at the time of drafting this Plan.

Policy VC TAC2: Land adjacent The Fields

0.95 hectares of land is allocated for housing and associated infrastructure for approximately 21 dwellings. This site is expected to be built out in accordance with the existing planning permission (2017/0225). Any new planning permission, other than the approval of reserved matters applications in line with the existing outline, will need to ensure the following:

- **Vehicular access from The Fields only;**
- **Site layout and design to minimise the impact on the residential amenities of existing and future residents;**
- **Highway improvement works to include promotion of a 20mph Traffic Regulation Order at The Fields as well as improvements to the existing pedestrian footpath provision between the site and the existing bus stop on Norwich Road (at The Jolly Farmers, Forncett End) unless otherwise agreed with the LPA;**
- **Appropriate boundary treatments along the north-west and south-west boundaries of the site to reflect the rural context of the site and the edge of settlement location;**
- **Protection and retention of the existing established trees along the site boundaries;**

- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development.**
- **Early engagement with Anglian Water (AW) to determine the capacity of the receiving Water Recycling Centre (WRC), and the consequent potential need to phase the site until capacity is available.**

38. Tasburgh

Form and character

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

Services and Community Facilities

38.2. There is a range of facilities including a village hall, recreation facilities, public house and primary school. Tasburgh has a regular bus service to Norwich, Long Stratton and Diss.

Settlement Limit

38.3. The Settlement Limit is fragmented. In Upper Tasburgh the Settlement Limit incorporates the main built-up area. The existing Settlement Limit in Lower Tasburgh has been restricted to development that is best located to access the available services. A small extension to the Settlement Limit in Lower Tasburgh has been drawn to incorporate the four dwellings approved by planning permission 2018/0290, as well as the adjacent existing properties. The revised Settlement Limit extends to (but excludes) the wildlife amenity area.

Site allocations

VC TAS1

38.4. This site was previously allocated in the 2015 South Norfolk Site Specific Allocations and Policies Document for approximately 20 dwellings. The site was promoted again for the Village Clusters Housing Allocations Plan for a potential increase in numbers. Subsequently a planning application for 35 dwellings was submitted but refused. Within this Plan an uplift of approximately 5 dwellings is allocated. The site is well located for the primary school, village hall and

recreation ground, as well as main bus services between Norwich and Long Stratton on the A140.

- 38.5. The site comprises land immediately to the north-west of the existing built-up area of Tasburgh, between the main part of the village and a small area of development around Old Hall Farm further to the north-west. The site also immediately adjoins the school, to the east.
- 38.6. The site is open to the Church Road frontage but is otherwise well contained by existing development and vegetation. Development should protect the existing mature vegetation at the northern end of the site and enhance the planting on the eastern and western boundaries.
- 38.7. The site will require a principal access from Church Road, which will itself need to be widened across the site frontage to 5.5m with a 2.0m frontage footway to link with existing provision. The Highway Authority also requires an access from Henry Preston Road, with a continuous road link between the two accesses.
- 38.8. The site adjoins the Preston VC CE Primary School, which is currently on a constrained site of approximately 0.76ha. The 2015 Local Plan policy required the provision of land for potential future expansion of the school, which would otherwise be landlocked by the development. Expansion to a 2-form entry primary school would require approximately 0.46ha of land, which may unduly restrict the number of dwellings that could be achieved on site. Consideration should, however continue to be given to the longer term need to allow for proportionate expansion of the school.
- 38.9. The Heritage Impact Assessment that supports this plan identifies three listed buildings in the vicinity, plus the Tasburgh Enclosure Scheduled Ancient Monument opposite. The nearest listed building is Old Hall Farmhouse to the northwest of the site, which has an access along the allocation boundary. Whilst the front elevation of the house faces the site, the wider setting is contained in its extensive grounds and there are intervening buildings between the farmhouse and the site. Notwithstanding this, the layout of the site and the use of landscaping will need to respect and protect the wider setting of the building. Otherwise there are not considered to be any harms from the development of this site.

Policy VC TAS1: North of Church Road

1.2ha of land is allocated for approximately 25 dwellings.

The developer of the site will be required to ensure:

- **Access from Church Road, with a continuous vehicular and pedestrian link through to a second access from Henry Preston Road. Church Road to be widened to 5.5m in front of the site, with a 2.0m footway connecting to existing provision;**
- **The layout and landscaping of the site respects and protects the setting of the nearby listed Old Hall Farmhouse;**
- **Early engagement with Anglian Water regarding the sewer crossing the site;**
- **The Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **The existing woodland to the northern end of the site is protected and enhanced;**
- **Land is set aside for Use Class F1(a), for future expansion of Preston VC CE Primary School.**

39. Tharston, Hapton and Flordon

Form and character

Tharston and Hapton

- 39.1. There are three main groups of development within the parish concentrated on The Street (Tharston), Chequers Road adjoining Long Stratton and in Hapton. Outside of these there are some isolated areas of sporadic development. The western edge of the parish adjoins the Tas Valley.
- 39.2. Development in The Street incorporates a variety of dwelling types alongside farms. This combined with substantial tree and hedge planting, especially along the road frontage gives the settlement its strong rural character.
- 39.3. In the south of the parish are housing estates off Chequers Road which are contiguous with Long Stratton, and towards the northern end of Chequers Road a broken ribbon of development. This ribbon is rural in character.
- 39.4. Hapton is a small settlement which has developed along the line of The Street. Some development has occurred to the north of this and the settlement has experienced limited modern infill development.

Flordon

- 39.5. The settlement of Flordon comprises two physically distinct areas. One is situated around the main Norwich-London railway line bridge, and the other has developed further to the west around the parish church. The village has experienced limited estate scale housing development in the form of a small housing estate (St Michaels View) together with some more recent infill development.
- 39.6. The village is characterised by good tree and hedge planting together with significant open frontages which contribute towards its rural setting. To the south of The Street is a tributary valley of the River Tas which includes Flordon Common, an SSSI.

Services and Community Facilities

- 39.7. The cluster has limited facilities if excepting the development contiguous with Long Stratton, which contains a surgery, residential care home and industrial estate. There is a primary school in Hapton and a village hall in Tharston, with

some areas for recreation and employment and a limited bus service to Norwich, Long Stratton and Diss.

Settlement Limit

Hapton

39.8. Hapton does not currently have a Settlement Limit.

Flordon

39.9. The Settlement Limit is fragmented and drawn to include the estate development at St Michael's View to the west and the groups of dwellings either side of the rail track to the east. It excludes the Rectory, church room and a few dwellings on the south of The Street.

40. Thurlton and Norton Subcourse

Form and character

Thurlton

- 40.1. The main concentration of development has developed in a linear settlement form based upon the historical road network along Beccles Road, Church Road and Low Road, although modern estate development off Beccles Road has resulted in a more nucleated form in this area. In addition, the village has experienced a considerable amount of modern infill which has generally respected the existing character of frontage development. There is a detached group of houses at College Road, whilst the wooded grounds of All Saints Church and The Rectory provide a 'soft' edge to the village which makes an important contribution to its rural character.
- 40.2. The village is set in an attractive landscape with Thurlton Marshes and the Broads to the north and a small tributary valley immediately to the west with views of the surrounding countryside from within parts of the built-up area. Part of the parish lies with the Broads Authority area. Beccles Road provides a relatively good link to Beccles and the A143 to the south, whilst the nearby B1136 links to the A146 and Loddon to the west and Haddiscoe and the A143 to Great Yarmouth to the east.

Norton Subcourse

- 40.3. The main concentration of development within the parish is based along Loddon Road/The Street and adjoins the main built-up area of Thurlton. There is a small scattering of development based along Low Road with development in the remainder of the parish comprising dispersed individual dwellings and farmsteads. The village is set within a small tributary valley with the marshland of the River Yare within the Broads Authority area immediately to the north. The good open views of the surrounding landscape from within many parts of the built-up area, together with areas of good tree and hedge planting, provide the village with its essentially rural character.
- 40.4. The former B1140 provides a link to the A143, A146 and Beccles to the south, and to Reedham via the Reedham Ferry to the north. The B1136 links the village to Haddiscoe and Gt Yarmouth to the east and Loddon to the west.

Services and Community Facilities

40.5. Thurlton has a range of social and community facilities including a preschool, primary school, post office and shop, public house and village hall. There are also opportunities for recreation and employment in the settlement. There is a limited bus service to Norwich and a daily service to Beccles.

Settlement Limit

Thurlton/Norton Subcourse

40.6. The Settlement Limit includes the main built form of the settlement and extends west to include Norton Subcourse, but excludes the playing fields next to the village hall.

Site allocations

VC THU1

40.7. The site is located to the east of Beccles Road, to the rear of existing development along the road frontage. Immediately to the north and south of the site lies existing residential development and as such development of this site will have a minimal impact on the existing townscape. Thurlton FP3 Public Right of Way follows the southern boundary of the site, marking the transition between this and the recent development at Blacksmiths Gardens to the south. The Public Right of Way connects the site to the existing footpath network and afford direct access to the existing facilities and services within the village, including the village school.

40.8. Recent development at Blacksmiths Gardens retains open boundaries along the Public Right of Way and development of this site will be required to provide similar a boundary solution to avoid enclosure of this footpath. To minimise the visual impact of the development on the approach from the north-east along the Public Right of Way consideration will also need to be given to the boundary to the north of the site. Furthermore, the scale of development adjacent to the existing properties along Blacksmiths Gardens, Links Close and Meadow Close should reflect the scale and form of those developments to protect the amenities of existing and future occupiers.

40.9. For reasons of highway safety, vehicular access to the site is only permissible via Blacksmiths Gardens. The Highways Authority have advised that the standard of road through this development will restrict the scale of development

that is possible on the allocation site. The site is allocated for a minimum of 12 dwellings to reflect this constraint however, subject to an appropriate site layout and design, a higher number of dwellings may be achievable, should an acceptable solution be agreed with the Highways Authority.

40.10. Whilst no ecological constraints on the site have been identified, the site is located within a SSSI Impact Risk Zone. Natural England should be consulted if there is to be any discharge of water or liquid waste of more than 20m³/day to ground (i.e. to seep away), or to existing areas of surface water (such as a beck or a stream).

40.11. Some archaeological finds of limited significance were discovered on the adjacent land therefore investigation of the site may be required at the planning application stage, the details of which are to be agreed with the Historic Environment Service.

40.12. The Minerals and Waste Authority has identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.

40.13. The site is allocated for at least 12 dwellings on an area of 0.57ha, which is considered to be reasonable to reflect the scale and density of development on the adjacent sites as well as the highway constraints identified by the Highways Authority.

[Policy VC THU1: Land north of Blacksmiths Gardens](#)

0.57ha of land is allocated for at least 12 dwellings.

The development of the site will be required to ensure:

- **Vehicular access via Blacksmiths Gardens only;**
- **Appropriate boundary treatments to north-east and south-west boundaries to minimise the visual impact on Thurlton FP3;**
- **Historic Environment Record is consulted to determine the need for any archaeological surveys prior to development.**
- **The scale and layout of development reflects that of adjoining properties, to protect the amenity of existing and future residents.**

VC THU2

- 40.14. The site lies to the west of Beccles Road in Thurlton. The site is well related to the settlement and is connected to the facilities and services that are available locally via an existing pedestrian link on the opposite side of Beccles Road. An extant planning permission (2016/2904) exists on part of the site for 5 dwellings and the allocation boundary has been drawn to incorporate this planning permission within VC THU2.
- 40.15. The site is reasonably contained in wider views by the existing development adjacent to it, as well as the existing vegetation along the site boundaries. Retention and enhancement of these Priority Habitats and the existing significant trees along the southern and western boundaries will provide some visual mitigation of the development of the site.
- 40.16. There are changes in ground levels across the site and there will be a requirement to address these appropriately at the planning application stage. The scale of development on the site, as well as the site layout, will respond to the existing ground levels and will be designed to protect the amenities of existing and future residents. The site layout should also incorporate the existing pond in the southern corner of the site.
- 40.17. The Lead Local Flood Authority has identified a surface water flow path adjacent to the site. Whilst it does not impact on development of the site its presence should be noted in the preparation of a planning application.
- 40.18. The Minerals and Waste Authority has identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.
- 40.19. In the interests of highway safety vehicular access into the site will only be via Beccles Road.
- 40.20. The site is allocated for up to 15 dwellings on a site area of 0.77ha. This number includes the existing planning permission for 5 units and represents an uplift of 10 dwellings on the site. A maximum of 15 dwellings on this site is considered to be appropriate, reflecting the irregular site boundaries and responding to the identified constraints on the site.

Policy VC THU2: Land adjacent to Holly Cottage, west of Beccles Road

0.77ha of land is allocated for up to 15 dwellings.

The development of the site will be required to ensure:

- **Vehicular access from Beccles Road only;**
- **The protection and enhancement of the Priority Habitats along the south and west boundaries, including the retention of significant trees, to minimise the visual impact of the site and retention of the existing pond;**
- **Site layout and design informed by a topographical survey to reflect the changes in levels across the site in order to protect the amenities of existing and future residents.**

41. Thurton and Ashby St Mary

Form and character

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

41.2. The village is based on the historic road network, in particular Mill Road/Ashby Road and The Street, although estate development has occurred on either side of Mill Road/Ashby Road, resulting in a nucleated settlement form. The village of Thurton is set in an attractive tributary valley of the River Yare. The wooded areas to the north and east of the village are a particularly attractive feature of the valley and are important in the rural setting of the village, and combined with the open character of The Street give the village an attractive semi-rural character. The A146 provides good road links with Norwich, Loddon and Beccles.

Services and Community Facilities

41.3. Thurton has a range of facilities, including a preschool group, primary school, village hall, recreation facilities and pub. There is also a regular bus service to Norwich and Lowestoft.

Settlement Limit

41.4. The Settlement Limit includes the main built form of the settlement, excluding the playing field and central triangle of land opposite the pub.

42. Tivetshall St Mary and Tivetshall St Margaret

Form and character

Tivetshall St Mary & Tivetshall St Margaret

42.1. Development in the Tivetshalls is principally along The Street/Rectory Road in a linear form comprising mainly single plot development. Development is also concentrated around School Road and Green Lane to the north. Clusters of development are located at Rectory Road to the south but these are away from the facilities that the Tivetshalls share. The village has an open rural character derived from the tree and hedge planting and views of the surrounding open countryside. Development in the remainder of the parish comprises individual dwellings and farmsteads.

Services and Community Facilities

42.2. There is a limited range of facilities shared by the Tivetshalls, including a primary school and village hall which are located around Green Lane/School Road. A public house is located away from the built-up areas on the A140 Norwich-Ipswich road. There are some opportunities for recreation and there is a limited bus service to Norwich and Diss.

Settlement Limit

42.3. The Settlement Limit has been drawn around the existing built-up area of The Street, School Road and Thwaites Oak Close to prevent further extension of development into the surrounding countryside whilst allowing for limited infill development within it. Outlying areas, further from facilities have been excluded from the defined Settlement Limit. A minor addition to the Settlement Limit has been included, incorporating an area of land west of The Street and immediately south of the existing Settlement Limit. This area of land was promoted and assessed as part of the Plan process and considered appropriate for inclusion in the Settlement Limit.

Site allocations

VC TIV1

42.4. The site lies west of The Street and south of Mill Road, Tivetshall St Mary, set behind existing development that fronts onto both of those roads. Tivetshall primary school, village hall and recreation ground lie a short distance to the north

of the site. The Old Ram lies nearby on the A140 where a limited, but peak time, bus service between Norwich and Diss also runs.

42.5. The existing built-form of the village is characterised by linear ribbon development and the development of the site would represent a departure from this. However, by virtue of its position, the site will be, to some extent, screened by existing development along The Street and Mill Road and otherwise visually contained from wider views by boundary hedgerows. Moreover, it will result in a more contained form of development that avoids further intrusion into the countryside along existing roads. The existing hedgerow along the southern boundary should however be retained, reinforced and protected and the presence of bungalows along the east and north of the site will limit the density that can be achieved on site.

42.6. Vehicular access to the site will be via The Street. Whilst there are not continual footways along The Street linking to the footways near the local school, village hall and recreation ground there is a 30mph speed limit along The Street and large verges for pedestrians to step off the carriageway if necessary.

42.7. The allocation of a 1.12ha site for approximately 20 homes is considered to appropriately reflect an efficient use of land whilst ensuring that the impact on the amenity of neighbouring properties can be minimised.

Policy VC TIV1: Pear Tree Farm, west of The Street

1.1 hectares is allocated for approximately 20 homes

The developer of the site will be required to ensure:

- **Vehicular access via The Street;**
- **Overlooking and visual impact of new development on the residential amenity of existing single storey buildings adjacent to the eastern and northern boundaries is minimised;**
- **Appropriate assessment of potential ground contamination and the undertaking of remedial works as necessary to address any identified issues;**
- **Retention, reinforcement and protection of the existing hedgerow along the southern boundary of the site.**

43. Toft Monks, Aldeby, Haddiscoe, Wheatacre and Burgh St Peter

Form and Character

Toft Monks

- 43.1. Development within the parish is concentrated around the junction of Yarmouth Road/Beccles Road, Post Office Road/Mardle Road and along Bulls Green Lane. Development within the remainder of the parish comprises individual dwellings and farmsteads.
- 43.2. The main village comprises two distinct areas which are separated by the open field to the south of Mardle Road and which is important in contributing towards the generally open appearance from which much of the attractive rural character of the village is derived.
- 43.3. Development along Yarmouth Road, both sides and along the west side of Bulls Green Lane has taken the form of ribbon development. Along Beccles Road development is limited to the east of the road whilst to the west is the open field separating the two parts of the village.

Aldeby

- 43.4. Development within the parish has been concentrated in two separate clusters at The Street and around Common Road. Individual dwellings and farmsteads are dispersed throughout the remainder of the parish.
- 43.5. Development at The Street is linear in form and comprises one plot depth along The Street, Beccles Road and Rectory Road. It is set in open countryside with the attractive Waveney Valley to the south and close to the Broads.
- 43.6. Development at Common Road comprises a small concentration of dwellings centred on the crossroads of Dun Cow Road, Common Road and Lily Lane.
- 43.7. The settlement is characterised by tree and hedge planting along the road frontages although the open nature of the western side of Dun Cow Road, north of the crossroads, affords particularly good views of the surrounding countryside.
- 43.8. Much of the southern part of the parish lies within the Broads Authority area.

Haddiscoe

43.9. Development along The Street and Thorpe Road has resulted in a linear form of settlement characterised by one plot development the main exception being the Tayler and Green housing at Mock Mile Terrace. The mainly undeveloped nature of the north side of Thorpe Road provides attractive views towards the River Waveney, which contribute to the rural character of the area. The detached area of development at Rectory Road also displays a strong linear form.

43.10. The settlement is an attractive valley landscape with the Waveney Valley to the north and a small tributary valley to the west. The settlement is also in close proximity to the Broads, with much of the parish lying within the Broads Authority area.

Wheatacre & Burgh St Peter

43.11. Development within the parish has been concentrated around the crossroads formed by Beccles Road, Staithe Road, Pitt Road and Mill Road. The remainder of the parish comprises a small number of widely dispersed individual dwellings and farmsteads with the exception of the small concentration of development at the River Waveney Centre in the east of the parish. Part of the built-up area of Burgh St Peter lies within the adjacent parish of Wheatacre and for the purposes of a village Settlement Limit is included within the boundary of Burgh St Peter.

43.12. The village of Burgh St Peter has developed a linear settlement form comprising one plot depth along Beccles Road, Staithe Road, Mill Road and Pitt Road. Good tree and hedge planting exists especially along the eastern side of Pitt Road, whilst elsewhere within the village a more open character prevails allowing for good views of the surrounding countryside, in particular the Waveney Valley which lies to the south and east and the Broads which are in close proximity to the north, south and east of Burgh St Peter. Much of the parish therefore lies within the Broads Authority area.

Services and Community Facilities

43.13. Toft Monks has a pub and Haddiscoe a village hall with some space for recreation plus a pub. Glebelands Community Primary School is on the A143 in between the two villages. Burgh St Peter also has a village hall with recreation space, with a pub on the road to Wheatacre. A number of employment opportunities exist throughout the cluster, including at Aldeby Business Centre. All villages in the cluster except Haddiscoe share a daily bus service to Norwich,

Beccles and Loddon. Toft Monks and Haddiscoe also have a regular service to Bungay and Yarmouth.

Settlement Limit

Toft Monks

43.14. The Settlement Limit has been drawn to reflect the existing settlement form and to prevent further development extending into the surrounding open countryside whilst providing for some limited infill development within it.

Aldeby

43.15. The settlement limits have been drawn around the two main concentrations of development centred on The Street and Common Road. They have been drawn to allow for very limited infill due to the lack of facilities locally and to prevent the further extension of development into the surrounding open countryside, in particular the adjacent valley landscape of the Waveney valley.

Haddiscoe

43.16. The Settlement Limit has been drawn around the existing development at Rectory Road to prevent the further extension of this ribbon of development and to protect its attractive rural valley setting to the west, and around the main built-up area along The Street and Thorpe Road.

Wheatacre & Burgh St Peter

43.17. The Settlement Limit has been drawn to include the main built form of the adjoining settlements to allow for limited infill development due to the rural nature of the area. The Settlement Limit has been updated to include a small parcel of land west of Mill Road which has been promoted and assessed as part of the Plan process.

Site allocations

VC HAD1

43.18. The site occupies the northern section of a large agricultural parcel of land and lies immediately to the south of the A143, a Corridor of Movement. Opposite the site, to the north of the A143, is Haddiscoe Manor Farm. Haddiscoe Village Hall lies immediately adjacent to the east of the site. A pedestrian footpath runs along the north side of the A143, connecting the site to the village services and facilities including the bus service to larger settlements.

- 43.19. The site currently provides a visual break in the settlement to the south of the A143 however existing mature trees and hedgerows along the site boundaries mean that it is contained within long views and development in this location will not have a significant visual impact on the wider landscape. Appropriate landscaping of the site, including but not limited to the protection and enhancement of the existing boundary treatments, will be required due to the proximity of the site to the Broads Area.
- 43.20. The site layout will reflect the proximity of the site to the A143 to protect the residential amenities of the future residents. The site design and building orientation should be designed to reduce the noise impact wherever possible. As part of minimising the noise impact of vehicular traffic on residential development in this location a significant area of open space should be retained at the front (north) of the site, adjacent to the A143. Consideration should also be given as to how landscaping can be used to buffer traffic noise, whilst retaining key views across the frontage of the site.
- 43.21. To the south-west of the site, on elevated ground, is St Mary's Church a listed building visible from the A143. The open setting of this listed building contributes to its significance, as evidenced in the Heritage Impact Assessment, and as such development on this site will be set back from the A143, to avoid an adverse impact on the setting of this heritage asset. The layout and design of the site will complement the setting of the Church whilst retaining the views towards it from the A143. In addition, liaison with the Historical Environment Service will be required as part of the planning application process to determine the requirement for archaeological investigation.
- 43.22. Vehicular access to the site will be from the A143. The Highways Authority has indicated that development in this location could assist in reinforcing the current 30 mph speed limit. Several on- and off-site highway works have been identified as being necessary to preserve highway safety and the free flow of traffic. These works include the provision of a right turn lane junction into the site as well as a crossing point to connect the site to the existing pedestrian footpaths in the village. Opportunities for improvements to Rectory Road, adjacent to the west boundary of the site, should be explored by the developer in conjunction with the Highways Authority, as part of the site design and layout.
- 43.23. The Lead Local Flood Authority has confirmed that whilst the wider area is subject to significant surface water flowpaths the site is not impacted. The

drainage strategy should have regard to the wider context of the site. Vehicular access into the site will need to have regard to those areas noted as being at risk of surface water flooding within the highway.

43.24. The receiving Water Recycling Centre (Haddiscoe Mock Mile-Terr) is small and consequently development of VC HAD1 may have a disproportionate impact on the WRC, requiring upgrades. The site itself is also not directly connected to the sewer system and will require the requisitioning of a connection. Early engagement with Anglian Water is recommended on these issues.

43.25. The Minerals and Waste Authority has identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.

43.26. An area of 3.01ha is allocated for up to 35 dwellings. This is considered to be a reasonable site area, allowing for an appropriate scale of development on the site whilst providing sufficient land to address the constraints identified above.

[Policy VC HAD1: Land south of Haddiscoe Manor Farm](#)

3.01 hectares of land is allocated for up to 35 dwellings.

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

- **Vehicular access from A143, unless otherwise agreed with the Highways Authority and the Local Planning Authority;**
- **Highway works to ensure the continued safe and free-flow of traffic to include the provision of a right turn lane junction and a pedestrian crossing point to enable safe pedestrian access to the existing pedestrian footpath to the north of the A143;**
- **An area of open space is retained at the north of the site, adjacent to the A143, to minimise the impact of the A143 on the amenities of future residents;**
- **The site layout, including dwelling orientation, is designed to protect the amenities of future residents in terms of traffic noise;**
- **Connectivity of the site includes a pedestrian footway within the site to connect the site to the village hall to the east;**

- **Site layout and design to maintain the views and setting of St Mary's Church, including long views towards the site from the A143, through the setting back of development within the site;**
- **Appropriate landscaping of the site to reflect its sensitive location, including the retention, protection and reinforcement of the existing hedgerows to the east and west boundaries of the site and the introduction of an appropriate boundary to the south of the site, which both visually contains the site and reflects the rural nature of the location;**
- **Historic Environment Record to be consulted to determine the need for any archaeological surveys prior to development;**
- **Early engagement with Anglian Water regarding the capacity of the receiving WRC and the requisitioning to new sewers and any consequent need to phase the delivery of the site.**

VC BUR1

43.27. The site is located adjacent to the crossroads that form the centre of the village, north of Staithe Road and east of Pit Road. To the south of Staithe Road, extending to the east, is linear development which includes the village hall. Aldeby Business Park, a local employment centre, and a public house are within close proximity to the site. A limited bus service connects the village to both Norwich and Beccles. The local primary school, Glebeland Community Primary School, is located in Toft Monks.

43.28. Whilst the site is currently well contained within the immediate landscape it is visible from the Broads Area and as such appropriate landscaping to the north of the site will be required to minimise the visual impact of the development. To complement the existing form of ribbon development in this location, linear development only along Staithe Road will be acceptable. In order to avoid retain the rural character of the area development should be set back from the road frontage. There is an existing mature hedgerow along the site frontage however in order to facilitate safe access into the site it is possible that it will be necessary to remove this hedgerow either in part or full. Consideration should be given to shared accesses, to minimise hedgerow loss and opportunities for replacement planting within the site should be maximised.

43.29. The local Highways Authority have advised that on and off-site highway works will be required to ensure that highway safety is maintained. These works may include localised carriageway widening along the site frontage (Staithe Road)

with opportunities to create improvements to the adjacent Beccles Road/Pit Road/ Staithe Road/ Mill Road junction to be explored. Provision for a pedestrian footpath across the site frontage will be necessary with further localised improvements to the existing footpaths to be agreed in conjunction with the Highways Authority and the Local Planning Authority. Highway works associated with the development should be proportionate to the scale of the proposal and a contribution towards the improvements identified may be the most appropriate solution.

43.30. Developers may wish to seek early engagement with Anglian Water (AW) to ensure that the site layout and design proposals are compatible with the AW's infrastructure located to the north-west of the site. Anglian Water has not raised any concerns about the development of this site through the site allocation process and development in this location is considered to be acceptable.

43.31. During the consultation process some concerns were raised locally about instances of surface water flooding within the local area, particularly along Mill Road to the south of the site. The Lead Local Flood Authority has engaged with the site allocation process and a Strategic Flood Risk Assessment has also been undertaken to support the selection of sites and no technical concerns have been identified as part of this process. An appropriate drainage strategy for the site will be agreed at the planning application stage and may improve the existing drainage situation noted in some of the public consultation comments.

43.32. Wheatacre Church Lane Water Recycling Centre (WRC) is small and consequently development of VC BUR1 may have a disproportionate impact on the WRC, requiring upgrades. The site also discharges upstream of the WRC where there are capacity constraints and sewer upgrades are likely to be necessary, therefore early engagement with Anglian Water is recommended.

43.33. An area of 0.56ha of land is allocated for at least 12 dwellings, which is considered to be an appropriate site area to enable a layout and design that is compatible with the local context.

Policy VC BUR1: Land north of Staithe Road

0.56ha of land is allocated for at least 12 dwellings.

The developer of the site will be required to ensure:

- **Site design, layout and landscaping to reflect the rural setting and avoid the introduction of a harsh settlement edge along the site frontage in order to ensure a compatible form of development;**
- **An appropriate boundary treatment to be incorporated along the northern site boundary to minimise the visual impact of the development on the Broads Area;**
- **On- and off-site highways works to be agreed in conjunction with the Highways Authority and the Local Planning Authority including: localised improvements to the existing carriageway at Staithe Road along the site frontage as well as a review (and possible improvements to-) the existing Beccles Road/ Pit Road/ Staithe Road/ Mill Road junction, and provision for a footpath along the site frontage.**
- **Early engagement with Anglian Water regarding the capacity of the Wheatacre Water Recycling Centre and the local sewer network.**

44. Wacton

Form and Character

44.1. Wacton is a small rural settlement situated only a few miles from the A140 to the southwest side of Long Stratton. The settlement is more concentrated to its north side along Church Road and Hall Lane but opens up southeast of Hall Lane at the green, becoming more rural with its large historic common to the far south.

Services and Community Facilities

44.2. There are limited services in the parish, but there is a village hall and recreational facilities.

Settlement Limit

44.3. There is currently no Settlement Limit in Wacton.

45. Wicklewood

Form and Character

45.1. The main concentration of development has taken place along Wymondham Road, High Street, Hackford Road, Church Lane and Low Street. Further clusters of development have taken place at Milestone Lane and The Green. Individual farmsteads and dwellings are sparsely distributed through the rest of the parish. The core of the village has frontage development which encircles the nursery, mushroom farm and some agricultural land. A couple of small estate-type developments have grown up at All Saints Close and Hillside Crescent. Church Lane and Low St are located on the north-facing slope of a valley, and the dwellings here benefit from views of the surrounding countryside. The Grade II listed windmill is a distinctive feature on the eastern side of the High Street and dominates the skyline of this part of the village. Good road links exist to Wymondham and Hingham via the B1135 and B1108 respectively.

Services and Community Facilities

45.2. There is a good range of facilities including a primary school, village hall, recreation field and pub. Wicklewood has a regular bus service to Norwich and Wymondham.

Settlement Limit

45.3. The Settlement Limit has been drawn to include the main built form of the settlement. There is a small break in the Settlement Limit where the central agricultural land is accessed (behind the mushroom farm on Church Lane).

45.4. The South Norfolk Place-making Guide advocates protection of the setting of local landmarks, such as Wicklewood windmill. There are surface water drainage issues in the village, and development must address this issue.

Site allocations

VC WIC1

45.5. The site is located west of The Green, south west of Hackford Road and south of Wicklewood Primary School. The site is in a prominent location on the approach to the village and currently marks the transition between the surrounding countryside and the settlement. The main focus of the settlement is to the north of Hackford Road and is accessible via the existing pedestrian

footways in the village. A wider range of facilities and services are also available in the market town of Wymondham, located a short distance from the village.

- 45.6. The site is within a prominent plateau landform and forms a smaller area within a larger agricultural field. As such it is recognised that there are landscape and visual impacts associated with development of this site. However, an assessment of the context of the site has confirmed that with careful landscaping and layout this site offers an opportunity to create a key gateway entrance to the village, as well as reinstate previously lost hedgerow landscape features. To achieve these objectives there will be a particular emphasis on the soft landscaping, on-site tree planting and the layout and design of the site. This landscape focus is reinforced by the organic boundaries of the site. An area of open space in the north east corner of the site will form a visual focal point around the existing village sign, reinforcing the gateway location and retaining an open aspect at the junction of Hackford Road, Wymondham Road and The Green.
- 45.7. Vehicular access to the site will only be permissible via The Green and a suite of off-site highways works have been identified as being necessary to support the development of this site. These highways works include: localised carriageway widening of The Green to a width of 5.5 metres between the site entrance and Hackford Road, a frontage footway across the site frontage and extending north to Wicklewood Primary School and the creation of a crossing point to connect the site to existing facilities to the north of Hackford Road.
- 45.8. An area of surface water flooding has been identified to the south of the site, with some areas of ponding also noted within the carriageway along the site frontage, however this is not considered to be a constraint that would prevent development of the site.
- 45.9. The site is within the catchment of Wymondham Water Recycling Centre (WRC) and the in-combination effects with development identified in the GNLP may require phasing of this site beyond the early years of the Plan.
- 45.10. An area of 1.63ha is allocated for up to 30 dwellings. This is considered a reasonable site area to ensure that landscaping of the site is appropriate to respond to the identified landscape constraints.

1.63ha is allocated for up to 30 dwellings.

The development of the site will be required to ensure:

- **Landscaping of the southern and western boundaries of the site, respecting the need to integrate the site with the surrounding open rural landscape, as well as the retention and reinforcement of the existing hedgerow along the northern boundary;**
- **A layout that includes an area of open space around the existing village sign to create a gateway into the settlement;**
- **Off-site highway works to include localised carriageway widening of The Green to a width of 5.5metres between the site entrance and Hackford Road, a footpath along the site frontage to connect with Wicklewood Primary School and a crossing point across Hackford Road to improve connectivity to the existing settlement.**

VC WIC2

45.11. The site is located south-west of Hackford Road and north of Wicklewood Primary School. The Grade I listed St Andrew's and All Saints Church is to the north of the site. Wicklewood War Memorial is also located within the churchyard. The main focus of the settlement lies to the east of Hackford Road and is accessible via the existing pedestrian footways in the village. A wider range of facilities and services are also available in the market town of Wymondham, located a short distance from the village.

45.12. The site is currently in use for grazing and is well contained within the landscape with existing residential development to the east and west. An established hedgerow denotes the boundary along Hackford Road, with mature trees restricting views into the site from the north. Development of the site will need to maximise opportunities to maintain wider views of the Church whilst also seeking to conserve its immediate setting. The Heritage Impact Assessment concludes that with an appropriate site design and layout, as well as reinforcement of the existing landscaping to the north, the impact on the wider views of the Church can be mitigated appropriately.

45.13. The Highways Authority have advised that a frontage footway connecting the site to Wicklewood Primary School will be necessary. Vehicular access with

appropriate visibility splays may result in the loss of the existing hedgerow along Hackford Road however opportunities to retain or replace this with appropriate landscaping should be included within the site layout and design.

45.14. The site is within the catchment of Wymondham Water Recycling Centre (WRC) and the in-combination effects with development identified in the GNLP may require phasing of this site beyond the early years of the Plan.

45.15. An area of 0.89 hectares is allocated for a minimum of 12 dwellings which is considered to be an appropriate density reflecting the wider context of the site.

Policy VC WIC2: Land off Hackford Road

0.89 ha is allocated for a minimum of 12 dwellings.

The development of the site will be required to ensure:

- **Site layout and design to maximise wider views of St Andrews and All Saints Church, whilst also seeking to conserve the immediate setting of the heritage asset;**
- **Retention and enhancement of the existing landscaping along the northern boundary of the site;**
- **Highways works to include pedestrian footpath along the site frontage to connect to Wicklewood Primary School and a crossing point on Hackford Road to improve access to the other services and facilities in the village.**

Carried forward allocations

VC WIC3

45.16. Previously called WIC1, this allocation from the 2015 Local Plan is carried forward within this document to ensure that development on the site continues to be achievable in an appropriate manner. An application for 9 dwellings has been submitted and at the time of preparing this plan is pending determination (2021/1076), subject to a solution addressing the wider nutrient neutrality matter.

45.17. Part of this site fronts onto Hackford Road, with the rest of the site wrapping behind the curtilage of existing housing.

Policy VC WIC3: Land at Hackford Road

0.7 hectares is allocated for housing for approximately 6 dwellings.

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

- **Vehicular access from Hackford Road;**
- **Appropriate landscaping to the south of the site to minimise its visual impact on St Andrew and All Saints Church and its setting, as well as appropriate boundary treatments along the north and east boundaries of the site to reflect its rural context and edge of settlement location.**

46. Winfarthing and Shelfanger

Form and Character

Winfarthing

46.1. Winfarthing has developed a linear settlement character along The Street, part of Hall Road and Mill Road, with outliers of development at Short Green and Goose Green. Winfarthing comprises mainly single plot frontage development including a mixture of housing types and some notable old buildings. The Street is characterised by several areas of open frontage formed mainly by the playing field and several farms which contribute towards the dispersed nature of much of the development, especially in the southern half of the village which has a very open aspect.

46.2. The village contains a Conservation Area in the centre containing a variety of development interspersed with open spaces and an attractive tree-lined area adjacent to St. Mary's Church. The visual interest along The Street is enhanced by a number of notable old buildings and complemented by the bends in the road.

Shelfanger

46.3. The settlement has developed along the B1077 and contains a mixture of old and new development centred on the junction of The Street, Church Road and Rectory Road, with newer extensions to the east and west. The built-up areas are surrounded by large open field with few trees or hedgerows affording distant views especially to the north and to the west.

Services and Community Facilities

46.4. The parish contains a range of facilities including a school and pub in Winfarthing, and a village hall with a recreation field in Shelfanger. There is a daily bus service to Diss.

Settlement Limit

Winfarthing

46.5. The potential for development is limited by the linear nature of Winfarthing. The existing Settlement Limit has been drawn to allow for limited infill within it. The Settlement Limit includes the areas within the main village which are developed but excludes the area considered to form an attractive setting to the

church. The boundary therefore maintains the separation of the existing settlements while providing for limited infill development which should enhance the form and character of the village.

Shelfanger

46.6. Much of the existing built form of the settlement is within flood zone areas and the form and character of the settlement limits the potential for further development if further intrusion into the countryside is to be avoided. The Settlement Limit has been defined to provide some limited infill development whilst precluding further expansion of the ribbon development to the east and west of the village.

Site allocations

VC WIN1

46.7. The site is located west of Hall Road and immediately north of development at Chapel Close. It is in a prominent location at the entrance to the village and marks the transition between the surrounding countryside and the settlement. The site is connected to the existing services and amenities in the village, including the village hall to the north, by existing pedestrian footways.

46.8. The site is part of a wider agricultural field and as such there are currently no defined boundaries along the western boundary and only a small number of trees along the northern boundary, closest to Hall Road. A low-level native hedgerow marks the eastern boundary, adjacent to Hall Road. To the south Chapel Close is a crescent form of development with an area of open space forming a central feature in the development. Development of the site, including the location of public open space, will need to respond to the existing form of development at Chapel Close. Frontage development on the site is also required to reflect the linear nature of development throughout Winfarthing. The northern boundary of the site will be landscaped to lessen the visual impact when approaching the village along Hall Road.

46.9. Off-site highway improvement works have been identified to ensure the continued safe and free-flow of the existing highway network. These works include widening of Hall Road along the site frontage as well as connectivity to and improvements to the existing pedestrian provision where reasonable, including an upgraded provision along the site frontage. The details of the works to the existing pedestrian footway provision will need to be confirmed at the

planning application stage in agreement with Norfolk County Council Highways Authority.

46.10. A surface water flowpath has been identified to the west of the site, within the wider agricultural field, but this does not extend into the site boundaries. Whilst recognising that existing surface water flows are contained to the highway and adjacent ditches, the Stage 2 SFRA identifies that future development and climate change could impact on existing flows. A drainage strategy for the site will need to demonstrate that there will be no increase in surface water flood risk as a consequence of the development of the site.

46.11. Winfarthing Water Recycling Centre (WRC) is small and consequently development of VC WIN1 may have a disproportionate impact on the WRC, requiring upgrades, therefore early engagement with Anglian Water is recommended.

46.12. An area of 1.0ha is allocated for approximately 20 dwellings.

Policy VC WIN1 – Land west of Hall Road

1.0ha of land is allocated for approximately 20 dwellings.

The development of the site will be required to ensure:

- **A layout that responds positively to the form and layout of the adjacent development at Chapel Close and includes frontage development onto Hall Road;**
- **Landscaping of the northern boundary designed to lessen the visual impact when approaching the village from the north along Hall Road;**
- **Off-site highway works to include widening of Hall Road along the site frontage and improvements to the existing pedestrian footpaths, details of which to be confirmed in agreement with Norfolk County Council Highways Authority.**

VC WIN2

46.13. The site lies to the west of Mill Road at the southern edge of the settlement. The linear site mirrors the existing form of development on the opposite side of Mill Road. Furthermore, the site is connected to the local services by existing pedestrian footways.

- 46.14. Currently there are no boundary treatments delineating the site. However, an established row of trees lies to the south of the site, outside the boundary of the site, and restricts views into the site on the approach from the south. Development on the site will be of modest linear form, reflecting the existing pattern of development to the north and east of the site. The western and southern boundaries of the site should comprise soft landscaping to minimise the impact of the development on views from the Public Right of Way network. With appropriate design, development of the site is not considered to impact on the Winfarthing Conservation Area or the other designated heritage assets identified in the Historic Impact Assessment.
- 46.15. The Stage 2 SFRA identifies a small area of the site in the north-eastern corner as being at risk of surface water flooding in all AEP flood events. Whilst development on the wider site is not precluded a precautionary approach to development is required in this area of the site. A site-specific Flood Risk Assessment will be required for this site to inform the final layout, including the location of the public open space.
- 46.16. For highways safety reasons a number of off-site highway works will be required. These include: the provision of a pedestrian footway along the site frontage, a formal crossing point to facilitate safe access to All Saints Primary School on the opposite side of Mill Road and discussions with Norfolk County Council to establish the requirement for a 20mph Traffic Regulation Order to maintain highways safety on the approach to the primary school.
- 46.17. Winfarthing Water Recycling Centre (WRC) is small and consequently development of VC WIN2 may have a disproportionate impact on the WRC, requiring upgrades, therefore early engagement with Anglian Water is recommended.
- 46.18. The site is allocated for up to 20 dwellings on an area of 0.98ha which is a scale of development that is considered to be compatible with the existing linear form of development adjacent to the site.

0.98ha is allocated for up to 20 dwellings.

The development of the site will be required to ensure:

- **A linear form of frontage development only to reflect the existing character and to provide an appropriate gateway to the Conservation Area;**
- **A site-specific Flood Risk Assessment (FRA) and strategy, to inform the access arrangements and layout of the site, and which has regard to the Stage 2 VC Strategic Flood Risk Assessment (SFRA);**
- **Measures to ensure the satisfactory and safe operation of the highway network, including the provision of a pedestrian frontage footway with a formal crossing point across Mill Road to enable safe access to the primary school;**
- **Soft landscaping along the southern and western boundaries of the site to reflect the rural location and minimise the landscape impact of the development.**

47. Woodton and Bedingham

Form and character

Woodton

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

Bedingham

47.2. The northern part of this parish forms part of the built-up settlement area of Woodton. The majority of the parish is sparsely populated with development concentrated along School Road, with the remaining individual dwellings and farms showing a dispersed pattern.

Services and Community Facilities

47.3. The settlement has a range of social and community facilities including a primary school, pub, village hall and recreation facilities. There is a regular bus service to Norwich and Bungay.

Settlement Limit

47.4. The Settlement Limit has been drawn to include the main built form of the settlement, including the ribbon development north along The Street and the 2015 WOO1 allocation.

47.5. There is no settlement limit around the School road area of Bedingham.

Site allocations

VC WOO1

47.6. The site at Woodton is to the north east of the settlement, south of Church Road and west of Norwich Road. It is adjacent to both the Woodton recreation ground and Woodton Primary School, which both lie to the east. The Village Hall

and Ravens Den (a community wood and play area) are to the south west of the site, accessed via Hempnall Road. Existing pedestrian footpaths connect the site to the village however these are restricted in places, particularly along Norwich Road to the east.

47.7. The site has a gently undulating topography and due to the open aspect of the site there are currently long views across the site to the north, west and south. A mature hedgerow along the east boundary of the site should be retained as far as possible with appropriate boundary treatments introduced along the west boundary of the site. Boundary treatments should sensitively reflect the transitional location of the site between the countryside and village, whilst any development to the south of the site must protect the amenities of both existing and future residents.

47.8. In terms of highways safety, development to the north of the settlement is considered to be preferable. As a consequence of this development the B1332 / B1527 junction may require some improvements and the developer is encouraged to enter into early engagement with the Highways Authority to determine the extent of these works. Other highway works identified include road widening along the site frontage. Elsewhere, existing pedestrian connectivity around the primary school site is noted as being substandard. Development of VC WOO1 provides an opportunity to improve the current situation by creating a new pedestrian link between Woodton Primary School to the east and The Street to the south, via both the recreation ground and The Woodyard Square and as such this is a policy requirement for the delivery of this site.

47.9. Primary and/or pre-school education facilities in the village will be enhanced through the delivery of this site. This will be achieved through the safeguarding of land within the allocation site, or through the repurposing of land within the existing recreation ground, with the loss of land being compensated for by safeguarded land within the allocation site boundary. The safeguarded land within VC WOO1 for education or recreation use (reflecting the options set out above) must be delivered in addition to the Council's current requirements for open space (as set out in the Council's adopted 'Guidelines for Recreation Provision in New Residential Developments' SPD, September 2018, or subsequent replacement document).

47.10. Other considerations for the delivery of this site include the possible requirement for phased development reflecting existing capacity at the Waste Recycling Centre (WRC) and in the local sewer network. The developer of the site is encouraged to engage with Anglian Water at the earliest opportunity to explore this further.

47.11. The Minerals and Waste Authority has identified the site as being underlain, or partially underlain, by safeguarded sand and gravel resources. As such development on the site must comply with the relevant minerals and waste safeguarding policy in the Norfolk Minerals and Waste Local Plan.

47.12. An area of 3.3 ha is allocated for up to 50 dwellings. Due to the delivery of the additional community benefits associated with this site, specifically the improved pedestrian connectivity for the village and the provision of an area of land to support the ongoing pre-school education facility within the settlement, as well as the standard infrastructure requirements, the scale of development proposed is considered to be reasonable in accordance with the objectives of the VCHAP.

[Policy VC WOO1: Land south of Church Road](#)

3.3ha of land is allocated for up to 50 dwellings.

The developer of the site will be required to ensure:

- **Liaison with the Highways Authority to determine the extent of works required to the B1332/B1527 road junction as well as road widening along the site frontage;**
- **Provision of a pedestrian footpath to connect Woodton Primary School with The Street via the recreation ground, the site and The Woodyard Square to the south;**
- **The provision of an area of land to be safeguarded for either education or recreational use in order to secure the continued and future pre-school provision within the village;**
- **Retention and protection of the existing Priority Habitat hedgerow along the east boundary of the site;**
- **Site layout and design to reflect the current open views across the site and protect the amenities of existing and future residents to the south of the site.**

- **Boundary treatments to contain the visual impact of the site, whilst reflecting the rural context;**
- **Early engagement with Anglian Water regarding the need to phase the site to address capacity issues with both the Water Recycling Centre and the local sewer network.**

48. Wreningham, Ashwellthorpe and Fundenhall

Form and character

Wreningham

48.1. The village centre is linear, with ribbon development following Church Road, Wymondham Road and Ashwellthorpe Road, with a pocket of further development along Mill Lane. The primary school is located centrally where the four roads meet, and further along Mill Lane at the Norwich Road junction is the hamlet of Toprow.

48.2. The village is surrounded by large open fields interspersed with hedgerows and a few trees. Toprow lies along a shallow valley. Narrow lanes and mature trees contribute to the village's rural atmosphere. The B1113 provides a direct link to Norwich.

Ashwellthorpe & Fundenhall

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

Services and Community Facilities

48.4. Wreningham has a primary school, village hall and pub. Ashwellthorpe has a new village hall and adjoining recreation facilities, as well as pre-school provision, and Fundenhall has a pub. Fundenhall has a daily bus service to Wymondham, Ashwellthorpe a limited service to Norwich and Diss, and Wreningham has access to both.

Settlement Limit

Wreningham

48.5. The Settlement Limit has been drawn to include the main built form of the settlement. The Settlement Limit covers most development along Wymondham

Road, Ashwellthorpe Road and Church Road, up to the junction at Hethel Road as well as limited infill on Church Road. The existing Settlement Limit has been extended to the west, along Wymondham Road, to include three dwellings granted planning permission by 2018/2301. The clusters of development to the east of the church and to the north-east of Hethel Road are excluded from the Settlement Limit. The separate Settlement Limit at Mill Lane/Toprow includes most of the cluster of dwellings in that location and has been altered to allow limited infill.

Ashwellthorpe

48.6. The Settlement Limit has been drawn to include the main built form of the settlement, with two breaks at Wood Farm and Church Farm and has been extended to include the development at Muskett Road, Browne Close, Goodrum Close and Warman Way.

Site allocations

VC ASH1

48.7. The site lies to the south of existing linear development on New Road, Ashwellthorpe. Vegetation and mature trees line the north, south and west boundaries of the site whilst the eastern boundary is open to New Road. The site occupies a transitional location on the approach into the village from the south. A pedestrian footpath along The Street connects New Road with the new village hall and the existing preschool facilities in Ashwellthorpe.

48.8. Originally promoted for allocation as two separate parcels of land the site is allocated as one site in order to maximise the benefits of housing delivery. A single scheme, with no artificial subdivision, is required for the site.

48.9. The Priority Habitat hedgerows and mature trees along the south and west boundaries restrict views into and out of the site and should be retained and protected to minimise the visual impact of the development in the wider landscape. Reflecting the existing pattern of development along New Road development on the site should be set back from the road frontage to avoid an urbanisation of the streetscene.

48.10. A single vehicular access into the site is preferred. The highways authority has identified a number of on-and off-site highway works associated with the delivery of the site. These include the provision of a footpath along the site

frontage, improvements to the New Road/ The Street intersection to improve the current visibility at this junction and the provision of a pedestrian crossing point from New Road to enable safe access to the existing footpath north of The Street.

48.11. Discussions with the Lead Local Flood Authority (LLFA) have identified a significant surface water flowpath to the west of the site with water flowing in a northerly direction towards the River Tiffey. A small area in the north -west corner of the site is noted in the Stage 2 Strategic Flood Risk Assessment (SFRA) as being at risk of surface water flooding in all AEP events, where development should be avoided. Due to the relatively small area shown to be at risk it is considered that this issue can be mitigated through careful design and that it does not preclude development of the overall site. Furthermore, the LLFA have advised that with an appropriate drainage strategy, development of the site could result in an improvement to the existing situation off-site. However, a site-specific Flood Risk Assessment (FRA) will be required for the site and will need to have regard to the matters raised in the Stage 2 SFRA. The FRA will inform the layout and design of the development, the access and egress routes for the site as well as any further mitigation measures that may be required.

48.12. Local concerns have been raised regarding drainage issues in the locality. Anglian Water has indicated that issues are likely to be the result of extreme events (storms, snow melt etc.) and that ongoing monitoring of the local storm tank is in place, with planned upgrades in 2027. Anglian Water has also noted that the receiving Wastewater Recycling Centre (WRC) has limited permit headroom remaining and that a new permit will be required to accommodate further development. Developers are encouraged to enter into early engagement with Anglian Water to ensure appropriate phasing of the site.

48.13. The site is located in an area identified as being within Groundwater Source Protection Zone 3. Site developers will be required to liaise with the Environment Agency to ensure that water quality is not adversely affected however this does not preclude development of the site.

48.14. An area of 0.89ha is allocated for up to 15 dwellings, reflecting the on- and off-site constraints identified above, the standard infrastructure requirements for the site and the edge of village location.

0.89h of land is allocated for up to 15 dwellings.

The development of the site will be required to ensure:

- **A site-specific Flood Risk Assessment (FRA) and strategy to inform the layout/development of the site, including access and egress arrangements. The FRA must have regard to the requirements set out in the Stage 2 Strategic Flood Risk Assessment;**
- **On- and off-site highway works to include safe access into the site from New Road, a pedestrian footpath along the site frontage which is to be of suitable appearance for the location, a crossing point to facilitate safe pedestrian access from New Road to the existing footpath north of The Street; and a proportionate contribution to an upgrade to the existing New Road /The Street junction (to be agreed with the Highways Authority and the Local Planning Authority);**
- **Development to be set back from the road frontage to reflect the existing pattern of development along New Road;**
- **Retention and protection of the Priority Habitats and mature trees along the west and south site boundaries to minimise the visual impact of the development and the enhancement of the existing vegetation along the north boundary to protect the amenities of future and existing residents.**

Monitoring Framework

Topic	Indicator	Target
Housing supply	Number of Homes Completed	Delivery of 1,200 2018 to 2038 or 60 homes per annum
Housing supply	Number of Affordable Homes Completed	Affordable homes delivered as a percentage to total homes delivered in accordance with GNLP policy requirement
Housing supply	Number of planning permissions granted on allocated sites where S106 provides for policy compliant affordable housing	80%
Communities	Number of planning permissions granted on allocated sites where the housing mix meets policy requirements	80%
Communities	Number of Self-Build CIL exemptions	Contribute to maintaining South Norfolk's duty to provide serviced plots
Communities	Net change in number of core services and facilities	Neutral/Positive
Character	Number of planning permission granted on allocated sites which meet specified density requirements	80%

Site progress tracker for each allocation

Monitoring Framework also proposed to include a simple progress tracker for each site allocations. The target for each allocation would be for it to be complete by 31st March 2038. An example table to track site progress is set out below:

Topic	Reference / Progress Indicator
Site Reference	e.g. ALP1
Pre-application Enquiry Received	Yes or No
Outline Application	Submitted, Approved or Refused
Reserve Matter / Full Application	Submitted, Approved or Refused
Commenced	Yes or No
Completed	Yes or No

Glossary

Accessible

In the case of community facilities and services (such as healthcare), easy to travel to or use. With reference to buildings or public transport, easy to enter and use by all.

Affordable housing

Housing provided for sale or rent at prices below the current market rate, which people in housing need are able to afford. Affordable housing tenures are defined in government guidance, as set out in Annex 2 of the National Planning Policy Framework.

Allocated

Land which has been identified for a specific use in the current Development Plan.

Area Action Plan (AAP)

A development plan document within the local plan that establishes a set of development proposals and policies for a specific area. In South Norfolk Area Action Plans have been written for Long Stratton and Wymondham.

Biodiversity

The variety of different types of plant and animal life in a region.

Biodiversity net gain

Refers to development having a positive impact on biodiversity, leaving it in a better state than before development occurred.

Brownfield land, brownfield site

Land or site that has been subject to previous development.

Brownfield Register

Brownfield land registers provide up-to-date information about sites that local authorities consider to be appropriate for residential development having regard to the relevant legislation.

Built environment

The man-made surroundings that provide the setting for human activity, ranging in scale from personal shelter to neighbourhoods to the large-scale civic surroundings.

Business use

Land use class covering light industry, offices, research and development.

Climate Change Mitigation

Actions taken to limit the magnitude or rate of global warming and its associated effects, usually involving a reduction in human emissions of greenhouse gases.

Commitments

Development proposals which already have planning permission or are allocated in adopted development plans.

Community facilities

Services that meet the day-to-day needs of a community such as village halls, post offices, doctors' and dentists' surgeries, play areas, recycling facilities, libraries and places of worship.

Community Infrastructure Levy (CIL)

A financial charge on new development introduced by the Planning Act 2008 as a tool for Local Authorities to help deliver infrastructure to support growth and development in their area. Within the Greater Norwich area the CIL 123 List sets out which infrastructure items may be funded by CIL payments.

Conservation Area

Area of special historic and/or architectural interest which is designated by the Local Planning Authority as being important to conserve and enhance. Special planning controls apply within these areas.

County Wildlife Site (CWS)

Wildlife habitat identified and designated as being of particular local interest or importance by Norfolk County Council and the Norfolk Wildlife Trust but which is not of sufficient national merit to be declared as a Site of Special Scientific Interest. A CWS does not benefit from statutory protection but does have some protection in the planning system.

Cross-subsidy housing

The provision of a limited amount of market housing on a development site to ensure that the provision of affordable housing on the same site is equitable

Custom-Build

A form of self-build home that is, in some form, supported by a developer through a more hands off approach than a traditional self-build would entail.

Decentralised and renewable or low-carbon energy sources

Sources of energy that are renewable or low-carbon (or a combination of these) and locally based (on-site or near-site, but not remote off-site), usually on a relatively small scale. Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes heating and cooling energy.

Development

Defined in planning law as 'the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land'.

Development Boundary

See Settlement Limit.

Development brief

A document describing and leading the form and layout of development in a prescribed area.

Development Plan

A set of plans guiding future development in the area. The Development Plan consists of the locally prepared Development Plan documents, including Neighbourhood Plans approved at referendum.

Development Plan Document

Locally prepared document on a specific topic which forms part of the Development Plan and which subject to independent examination before adoption, (also commonly referred to as DPDs.)

Environmental Impact Assessment (EIA), Environmental Statement (ES)

Written assessment, submitted with certain kinds of planning application, which sets out the anticipated effects of the proposed development. Such statements deal with the full environment effects of development proposals and include any mitigation measures needed under the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2018

Exception site

A small site to be used specifically for affordable housing that would not normally be acceptable for housing as it would be subject to policies of restraint. These sites are generally located at the edge of existing settlements.

Five-year housing land supply

A requirement by Government for Local Planning Authorities to ensure that there is sufficient land available that is suitable, available and deliverable for housing development. The amount of land available should be sufficient to fulfil the housing requirement for the next five years.

Geodiversity

The variety of different types of geology, landforms, soils and physical processes in a particular region.

Greater Norwich Growth Board (GNGB)

A partnership between Broadland District Council, Norwich City Council, South Norfolk Council, Norfolk County Council and New Anglia Local Enterprise Partnership (LEP) to provide homes, jobs and infrastructure. It also provides strategic direction, monitoring and co-ordination of the Greater Norwich City Deal.

Green infrastructure

A network of multi-functional green space which delivers benefits to both the environment and the local community. Green infrastructure includes natural green spaces colonised by plants and animals and man-made managed green spaces such as areas used for outdoor sport and recreation including public and private

open space. These spaces may include allotments, urban parks and designed historic landscapes as well as their many interconnections such as footpaths, cycleways, green corridors and waterways.

[Greenfield land, greenfield site](#)

Land which has not previously been built on, including land in use for agriculture or forestry. Greenfield land does not include residential garden land.

[Habitat Regulations Assessment \(HRA\)](#)

An HRA identifies any aspect of the emerging Local Plan that would have the potential to cause a likely significant effect on Natura 2000 sites or sites protected by European designations (Special Areas of Conservation, Special Protection Areas, Ramsar sites) either in isolation or cumulatively, and to identify appropriate avoidance and mitigation strategies where impacts are identified.

[Heritage Asset](#)

A building, monument, site, place, area or landscape with historic interest that provides a material record of history or meaning for a community. Heritage assets may be either 'designated' or 'non-designated' and have a degree of significance that merits consideration in planning decisions.

[Historic environment](#)

Aspects of the environment which result from the interactions between people and places through time.

[Housing Delivery Test](#)

Measures net additional dwellings provided in a local authority area against the numbers of homes required using national statistics and local authority data. The Housing Delivery Test data is published annually by the Secretary of State.

[Inclusive Growth](#)

A form of economic growth that aims to improve opportunities for everyone in the local community.

[Index of Multiple Deprivation](#)

A ward-level index made up from six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services)

[Infill development](#)

Small-scale development filling a gap within an otherwise built up area.

[Infrastructure](#)

The network of services to which it is usual for most buildings or activities to be connected. Infrastructure includes physical services serving the particular development (e.g. gas, electricity and water supply; telephones, sewerage) and also includes networks of roads, public transport routes, footpaths etc as well as community facilities and green infrastructure.

Joint Core Strategy (JCS)

A key planning policy document for the Greater Norwich Area produced in partnership between Broadland, Norwich and South Norfolk that sets out the long-term vision for the area up until 2026. The JCS has a considerable impact on the Greater Norwich Local Plan (GNLP) which in turn determines growth up until 2038 and will supersede the JCS when adopted.

Local Nature Reserve (LNR)

Area of botanical or wildlife interest where access and use by local people is encouraged through designation by the local authority.

Local centre

A group of shops or services forming a centre of purely local significance.

Local housing need

An assessment of the need for housing at a local level using the standard methodology set out by the Government.

Low-carbon

To minimise carbon dioxide emissions from a human activity.

Major development

For housing, development where 10 or more dwellings are to be provided or the site has an area of 0.5 hectares or more. For non-residential development, it means additional floorspace of 1,000m² or more or a site of 1 hectare or more.

Market Housing

Housing that is for sale on the open market without restrictions on the pricing or tenure.

Masterplan

A long term planning document that provides a conceptual framework to guide future growth and development.

Mineral Safeguarding Area

An area designated by minerals planning authorities (in the GNLP area being Norfolk County Council) which covers known areas of minerals deposits that are to be safeguarded from non-mineral development

National Planning Policy Framework (NPPF)

A document which sets out the Government's economic, environmental and social planning policies for England and how they should be applied. It provides a baseline structure from which locally-prepared plans (such as the GNLP) can be produced and it is a material consideration in planning decisions.

National Planning Practice Guidance (NPPG)

A web-based resource which brings together planning guidance on various topics into one easily accessible place. The guidance supports the NPPF but is not government policy.

Neighbourhood Plan

A plan prepared by a parish/town council or neighbourhood forum for a designated neighbourhood area. Once made by the Local Planning Authority it becomes part of the Development Plan for the area.

Non-strategic policies

Policies contained in a Neighbourhood Plan, or those policies in a local plan that are not strategic policies.

Norwich fringe

Area next to the city of Norwich, but lying in another administrative district which is predominantly developed, including open spaces encompassed within the developed area. In South Norfolk this area includes Colney, Costessey, Cringleford and Trowse.

Open Space

Areas of land that usually come forward as part of a development site which remain undeveloped but can generally be used for either formal or informal recreation purposes.

Permission in Principle

A form of planning permission which establishes the suitability of a site for a specific amount of housing-led development. The site must subsequently obtain consent for the technical details before development can proceed.

Planning conditions

A condition imposed on a grant of planning permission which can either require additional details to be agreed or restrict the use of the site.

Planning obligations

Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer to ensure that specific works are carried out, payments made or other actions undertaken which would otherwise be outside the scope of the planning permission. Often called Section 106 obligations. The term legal agreements may embrace S106.

Previously developed land

See Brownfield land.

Protected species

Any species which, because of its rarity or threatened status is protected by statutory legislation (The Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats etc) Regulations 1994).

Ramsar site

A European designation that protects areas of wetland.

Recreational Impact Avoidance and Mitigation Strategy (RAMS)

A strategy facilitating residential development, whilst at the same time adequately protecting wildlife sites from harm that comes with growth in rural areas from increased recreation pressure.

Renewable energy

Energy generated from sources which are non-finite or can be replenished. Includes solar power, wind energy, power generated from waste, biomass etc.

Rights of Way, Public Rights of Way

Public footpaths and bridleways as defined in the Countryside and Rights of Way Act 2000. The phrase 'rights of way' include the above and permissive routes where there is no legal right of way but access is permitted by the landowner.

Scheduled Ancient Monument

Ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the Secretary of State. Works affecting an ancient monument must be approved by the Secretary of State.

Section 106 Agreement (S106)

See planning obligations

Settlement Hierarchy

A way of arranging settlements into a hierarchy based upon a number of criteria, such as population and services offered.

Settlement Limit

A boundary line defining the extent of the consolidated built-up area of a settlement. Further development will normally be acceptable within defined Settlement Limits, subject to site specific constraints or considerations. Sometimes also called development boundaries, settlement boundaries or village envelopes.

Shared equity, Shared ownership

Arrangements whereby home buyers may pay only part of the initial cost of buying their home. Shared equity means topping up a small deposit with an equity loan and acquiring the rest of the home with a mortgage. Shared ownership involves buying a stake in a home with the remaining proportion being owned by (typically) a housing association.

Site Allocation DPD

A document used to identify sites to accommodate the range of land uses necessary to implement the objectives of the local plan. South Norfolk adopted a site allocations document in 2015.

Site of Special Scientific Interest (SSSI)

Site or area designated as being of national importance because of its wildlife, plants or flower species and/or unusual or typical geological features. SSSIs are identified

by Natural England and have protected status under the Wildlife and Countryside Act 1981.

Special Area of Conservation (SAC)

Special Areas of Conservation are defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora. They are defined to protect the 220 habitats and approximately 1,000 species listed in Annex I and II of the Directive which are considered to be of European interest following criteria given in the Directive.

Special Protection Areas (SPAs)

Special Protection Areas are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which was amended in 2009 (Directive 2009/147/EC). They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.

Starter homes

New build properties built exclusively for first time buyers aged between 23 and 40 years. A number of criteria must be met for a dwelling to be considered as a starter home.

Strategic policies

Policies and site allocations which address strategic priorities in line with Section 19 of the Planning and Compulsory Purchase Act 2004.

Street furniture

Collective term for permanent structures installed within the highway, including footways and pedestrian areas. Includes street lighting columns, signs, seats, litter bins, telephone kiosks, post boxes etc.

Suitable Alternative Natural Green Space (SANGS)

A name given to green space that is of a quality and type suitable to be used as mitigation in relation to the protection of important natural spaces when residential development or growth is proposed.

Supplementary Planning Document (SPD)

Guidance published by the local planning authorities to provide further detailed information on how local plan policies are to be applied or interpreted. SPDs may be prepared jointly, particularly where a consistent policy approach is required over an area covered by more than one local planning authority. SPDs may be concerned with a particular issue, or may provide more detailed guidance of the development of a specific site, covering a whole range of issues. This is frequently referred to as a development brief.

Sustainability Appraisal (SA)

An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable development

A term mostly derived from the 1987 Brundtland Report. Interpretation varies but typically the term means meeting economic and social goals without undermining the environment, as well as meeting needs of the present without compromising the environment for future generations. In 2015 the United Nations agreed 17 Sustainable Development Goals to be reached by 2030. The UK is amongst the countries leading the delivery of the Sustainable Development Goals.

Sustainable drainage system (SuDS)

Efficient drainage system which seeks to minimise wastage of water, including the use of appropriate groundcover to enable maximum penetration of clean water run-off into the ground and, where appropriate, recycling grey water within the development. Designed to minimise the impact of development on the natural water environment.

Travel Plan

A long term management plan/ strategy that seeks to deliver sustainable transport objectives and is regularly reviewed.

Use classes order

The Town and Country Planning (Use Classes) Order, 1987 (as amended), a statutory order made under planning legislation, which groups land uses into different categories (called use classes). Change of within a use class and some changes between classes do not require planning permission.

Village cluster

A group of villages that share services and facilities, for example a primary school.

Water stress

Water stress occurs when the demand for water exceeds the available amount of water, or when poor water quality restricts its use.

Windfall site

Site on which planning permission for housing development is granted during the plan period but which has not previously been identified in the plan for housing development.

Appendix A: List of New and Carried Forward Allocations

Table 1 New Village Cluster Plan Allocations

Parish	Ref	Location	Allocation Numbers	Net Additional Dwellings
Alpington	VCALP1	Land at Church Meadow	25	25
Bergh Apton	VCBAP1	Former concrete works site, Church Road	25	25
Great Moulton	VCGRE1	Land west of Heather Way, Great Moulton	12	12
Aslacton	VCASL1	Land off Church Road	35	35
Barford	VCBAR1	Land at Cock Street and Watton Road, Barford	19	19
Barnham Broom	VCBB1	Land on the corner of Bell Road and Norwich Road	40	40
Bawburgh	VCBAW1	Land east of Stocks Hill	35	35
Bressingham	VCBRE1	Land east of School Road	40	40
Brooke	VCBRO1	Land at Norwich Road	50	50
Bunwell	VCBUN1	Land to the north of Bunwell Street	15	15
Bunwell	VCBUN2	Land opposite Lilac Farm, Bunwell Street	20	20
Ditchingham	VCDIT1	Thwaite Rd/ Tunneys Lane	35	35
Earsham	VCEAR1	Land east of School Road, Earsham	24	24
Geldeston	VCGEL1	Land off Kells Way	20	20
Gillingham	VCGIL1	Land south of GIL1 site	35	35
Hales & Heckingham	VCHAL1	Land off Briar Lane, West Hales	35	35
Hempnall	VCHEM1	Land at Millfields	15	15
Ellingham	VCELL1	Land south of Mill Road, Ellingham Island	25	25
Ellingham	VCELL2	Florence Way	12	12

Parish	Ref	Location	Allocation Numbers	Net Additional Dwellings
Little Melton	VCLM1	Land at School Lane & Burnthouse Lane, Little Melton	35	35
Swardeston	VCSWA1	Land off Bobbins Way	20	20
Mulbarton	VCMUL1	Land south of Rectory Lane	35	35
Needham	VCNEE1	Land north of High Road and Harman's Lane	15	15
Wortwell	VCWOR2	Land at Mill Hill, High Road, Wortwell	12	12
Newton Flotman	VCNEW1	South of Alan Avenue	25	25
Pulham St Mary	VCPSM1	Land northwest of Norwich Road and Poppy's Lane	50	50
Rockland St Mary	VCROC1	Land west of Lower Rd, south of New Inn Hill	25	25
Rockland St Mary	VCROC2	Land south of The Street	25	25
Seething	VCSEE1	Land west of Mill Lane	12	12
Spooner Row	VCSP01	Land west of Bunwell Rd	15	15
Spooner Row	VCSP02	Land south of Station Road	25	25
Stoke Holy Cross	VCSTO1	Land north of Long Lane	25	25
Tacolneston	VCTAC1	Land to the west of Norwich Road	25	25
Tasburgh	VCTAS1	Land north of Church Road & west of Tasburgh school	25	5
Thurlton	VCTHU1	Land north of Blacksmiths Gardens, Thurlton	12	12
Thurlton	VCTHU2	Land adjacent to Holly Cottage, west of Beccles Road	10	10
Tivetshall St Mary	VCTIV1	Pear Tree Farm, west of The Street	20	20
Haddiscoe	VCHAD1	Haddiscoe Manor Farm	35	35
Burgh St Peter	VCBUR1	North of Staithe Road	12	12

Parish	Ref	Location	Allocation Numbers	Net Additional Dwellings
Wicklewood	VCWIC1	Land to the south of Wicklewood Primary School	30	30
Wicklewood	VCWIC2	Land off Hackford Road	12	12
Winfarthing	VCWIN1	Land to the west of Hall Road	20	20
Winfarthing	VCWIN2	Land off The Street	20	20
Woodton	VCWOO1	Land south of Church Road	50	50
Ashwellthorpe & Fundenhall	VCASH1	Land to the west of New Road	15	15
		Allocation Total	1,122	1,102

Table 2 Neighbourhood Plan Allocations

Parish	Ref	Location	Allocation Numbers	Net Additional Dwellings
Scole	DDNP11	Land east of Norwich Road, Scole	50	50
Scole	DDNP10	Flowerdew Meadow, Norwich Road, Scole	25	10
Roydon	DDNP8	Land south of Roydon Primary School, Roydon	25	25
Burston	DDNP9	Land west of Gissing Road, Burston	25	25
Dickleburgh	TBC	TBC	25	25
		Neighbourhood Plan Total	150	135

Table 3 Carried Forward 2015 Allocations

Parish	Ref	Location	Allocation / Permission Numbers	Net Additional Dwellings
Great Moulton	VCGRE2	North of High Green, West of Heather Way	14	0

Parish	Ref	Location	Allocation / Permission Numbers	Net Additional Dwellings
Carleton Road	VCCAR1	Land west of Rode Lane	3	-2
Hales	VCHAL2	Land at Yarmouth Road, west of Hales Hospital	23	3
Bracon Ash	VCBRA1	Land at Norwich Road, Bracon Ash	20	0
Swardeston	VCSWA2	Main Road	30	0
Wortwell	VCWOR 2	Land at the junction of High Road and Low Road	5	0
Newton Flotman	VCNEW 2	Land adjacent Alan Avenue	30	0
Spooner Row	VCSP03	Land at School Lane	7	2
Spooner Row	VCSP04	Land at Chapel Road	14	0
Tacolneston	VCTAC2	Land adjacent the Fields	21	1
Wicklewood	VCWIC3	Land at Hackford Road	6	0
		Carry Forward Allocations Total	173	4

Table 4 2015 Allocations Not Carried Forward

Parish	Ref	Location	Allocation Numbers	Net Additional Dwellings
Barford	BAR`		0	-10
Surlingham	SUR2		0	-3
		Not Carried Forward Allocations Total	0	-13

Overall Number of Net Additional Homes = 1,228

Appendix B: Summary of Changes to Settlement Limits

Cluster	Settlement	Change
Alpington, Yelverton & Bergh Apton	Alpington	Addition of SN0529SL to the existing Settlement Limit on land east of Nichols Rd.
Aslacton, Great Moulton & Tibenham	Aslacton	Update to the existing Settlement Limit to include development on Pottergate St.
Aslacton, Great Moulton & Tibenham	Great Moulton	Update to the existing SL to include development at Sneath Road/ Woodrow Lane.
Barford, Marlingford, Colton and Wramplingham	Barford	Removal of unimplemented 2015 Local Plan allocation (BAR1), land at Church Lane.
Barnham Broom, Kimberley, Carleton Forehoe, Runhall & Brandon Parva	Barnham Broom	Addition of SN0018SL to the existing Settlement Limit on land north of Norwich Road.
Barnham Broom, Kimberley, Carleton Forehoe, Runhall & Brandon Parva	Barnham Broom	Addition of SN2110SL to the existing Settlement Limit on land south of Norwich Road.
Bawburgh	Bawburgh	Addition of SN0002SL to the existing Settlement Limit on land east of Stocks Hill, north of the preferred allocation site VC BAW1.
Bawburgh	Bawburgh	Extension to the existing settlement limit to incorporate existing development along both sides of Stocks Hill, including the village hall (excluding the playing field) and new development at Saint Walstan Meadow.
Brooke	Brooke	Addition of SN0020SL to the existing Settlement Limit on land east of High Green and north of The Mallows Walk.
Bunwell	Bunwell	Extension to the existing Settlement Limit to include new development north of Bunwell Street at Smockmill Close.
Ditchingham	Ditchingham	Minor addition to the existing Settlement Limit to include SN2011SL, land north-west of Lambert's Way.
Little Melton & Great Melton	Little Melton	Minor extension to include new dwelling north of School Lane (2017/0251).
Little Melton & Great Melton	Little Melton	Moderate extension to include new development at All Saints Close (2015/1697).
Little Melton & Great Melton	Little Melton	Addition of SN1046REV (part) to the existing Settlement Limit on land north of Great Melton Road.

Cluster	Settlement	Change
Little Melton & Great Melton	Little Melton	Moderate extension to include land south of School Lane and east of Burnthouse Lane (2017/2843), as well as a small area immediately to the north of this planning permission site to 'regularise' the boundary.
Mulbarton, Bracon Ash, Swardeston & East Carleton	Mulbarton	Moderate update to include the self-build/ custom build site at Long Four Acre Avenue (2017/2131).
Mulbarton, Bracon Ash, Swardeston & East Carleton	Bracon Ash	Moderate addition to include 5 dwellings (2017/1521) at Nursery Close.
Mulbarton, Bracon Ash, Swardeston & East Carleton	Swardeston	Moderate extension to the existing Settlement Limit to incorporate development off Bobbins Way (2017/2247).
Needham, Brockdish, Starston & Wortwell	Brockdish	Minor extension to include new dwelling at The Street (2018/1190).
Needham, Brockdish, Starston & Wortwell	Wortwell	Inclusion of 3 dwellings on land south of High Road (2018/2019).
Needham, Brockdish, Starston & Wortwell	Wortwell	Addition of SN5045SL to the existing SL on land north of Wortwell United Reform Church and west of High Road.
Scole	Scole	Moderate extension to the Settlement Limit to include recent development west of Norwich Road at Kings Close (2016/0165).
Seething & Mundham	Seething	Creation of a new Settlement Limit around existing development west of Mill Lane.
Seething & Mundham	Seething	Extension of existing Settlement Limit west of Seething Road to include existing development as well as SN0406SL, SN0587SL and SN0588SL.
Spooner Row & Suton	Spooner Row	Inclusion of completed development at The Ridings (2014/1851).
Tasburgh	Tasburgh	Moderate extension to the existing Settlement Limit at Lower Tasburgh to include both new and existing development at Low Road (2018/0290).
Tivetshall St Mary & Tivetshall St Margaret	Tivetshall St Mary	Minor addition to the existing Settlement Limit to include SN3002SL on land west of The Street.
Toft Monks, Aldeby, Haddiscoe, Wheatacre & Burgh St Peter	Burgh St Peter	Addition of SN4015SL to the existing Settlement Limit, land west of Mill Road.

Cluster	Settlement	Change
Wreningham, Ashwellthorpe & Fundenhall	Wreningham	Minor addition to incorporate 3 new dwellings north of Wymondham Road (2018/2301).
Wreningham, Ashwellthorpe & Fundenhall	Ashwellthorpe	Addition of new development on land south of The Street at Muskett Road, Browne Close, Goodrum Close and Warman Way.

