

Submission Draft

June 2022



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Regulation 15 Submission Draft
of the

DISS & DISTRICT NEIGHBOURHOOD PLAN

June 2022

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The Neighbourhood Plan itself is only one of the documents that the Steering Group submits to the Local Planning Authorities at Regulation 15 stage.

The full suite of documents is listed below.

They can all be accessed at <https://ddnp.info/submission-documents>

Statement of Basic Conditions

Consultation Statement

Evidence Base

TECHNICAL SUPPORT REPORTS

by AECOM:

Housing Needs Assessment (HNA)

Site Options Assessment (SOA) Part 1

Site Options Assessment (SOA) Part 2

Site Options Assessment (SOA) Consolidated Report

Strategic and Environmental Assessment (SEA)

Habitat Regulations assessment (HRA)

Design Code

PARISH ALLOCATION & ASSET MAPS:

Diss

Brome & Oakley

Burston & Shimpling

Palgrave

Roydon

Scole

Stuston

ASSET ASSESSMENT REPORTS:

Local Green Spaces Assessment Report

Key Views Assessment Report

Non-Designated Heritage Assets Assessment Report

CONTENTS

PREFACE	10
ACKNOWLEDGEMENTS	11
1 INTRODUCTION	12
SUMMARY OF KEY SETTLEMENTS	14
DISS	14
SOUTH NORFOLK VILLAGES Roydon, Scole and Burston & Shimpling	16
MID SUFFOLK VILLAGES Palgrave, Stuston and Brome & Oakley	18
2 WHAT IS 'NEIGHBOURHOOD PLANNING	20
2.1 OVERVIEW OF NEIGHBOURHOOD PLANNING	20
2.2 THE PROCESS OF DEVELOPING THIS NEIGHBOURHOOD DEVELOPMENT PLAN	20
3 INVOLVING THE COMMUNITY	22
4 VISION AND AIMS	23
4.1 THE DDNP'S VISION STATEMENT AND TEN AIMS:	23
4.2 HOW THE POLICIES WILL DELIVER THE PLAN	24
4.3 RESPONDING TO CLIMATE CHANGE	27
5 POLICY CONTEXT	28
5.1 LOCAL PLANS	28
5.2 THE NATIONAL PLANNING POLICY FRAMEWORK	28
6 DELIVERING GROWTH	29
6.1 INTRODUCTION	29
6.2 DELIVERING HOUSING REQUIREMENTS	32
POLICY 1 - Scale and Location of Housing Growth	33
6.3 ALLOCATIONS IN DISS (INCLUDING PART OF ROYDON PARISH)	34
DDNP1 Land east of Shelfanger Road and west of Heywood Road	35
DDNP2 Site of derelict Victorian Infant School, the Causeway, Diss	37
DDNP3 Site of the existing Leisure Centre	38
DDNP4 Land west of Nelson Road and east of Station Road, Diss	38
DDNP5 Land north of Nelson Road, Diss	40
DDNP6 Land off Denmark Lane, Diss	40
DDNP7 Land north of Vince's Road, Diss	41
6.4 ALLOCATIONS IN ROYDON VILLAGE	43
DDNP8 Land south of Roydon Primary School, Roydon	43
6.5 ALLOCATION IN BURSTON	45
DDNP9 Land west of Gissing Road, Burston	45
6.6 ALLOCATIONS IN SCOLE	47
DDNP10 Flowerdew Meadow, Scole	47
DDNP11 Land east of Norwich Road, Scole	48
DDNP12 Former Scole Engineering Site, Diss Road, Scole	49

6.7	ALLOCATIONS IN BROME & OAKLEY	50
	DDNP13 Land north-west of Ivy House, Brome	51
	DDNP14 Land south of the B1118, Lower Oakley	53
6.8	ALLOCATIONS IN PALGRAVE	54
6.9	ALLOCATIONS IN STUSTON	55
6.10	REGENERATION OF THE WAVENEY QUARTER, DISS	56
	POLICY 2 – Regeneration of the Waveney Quarter	56
	DDNP15 Land off Park Road, Diss	57
	DDNP16 The Feather Mills Site, Park Road, Diss	59
6.11	EMPLOYMENT GROWTH	60
	DDNP17 Land at Sandy Lane (north of Diss Business Park), Diss	60
	Diss Business Park, Hopper Way, Diss	61
	POLICY 3 - Diss Business Park	62
6.12	HOUSING MIX	63
	POLICY 4 - Housing Mix	63
6.13	AFFORDABLE HOUSING	65
	POLICY 5 - Affordable Housing	66
	COMMUNITY ACTION 1 - Affordable Housing Cascade	67
6.14	DESIGN	68
	POLICY 6 – Design	70
7	GROWTH AND INFRASTRUCTURE POLICIES	73
7.1	FLOOD AND WATER MANAGEMENT	75
	POLICY 7 – Surface Water Management	77
	COMMUNITY ACTION 2 - Maintenance of Drainage Ditches	78
7.2	GREEN INFRASTRUCTURE	79
	POLICY 8 – Green Corridors and Biodiversity Enhancement	81
7.3	TRAFFIC	83
	POLICY 9 – Road Traffic Improvements	84
	COMMUNITY ACTION 3 - Village Traffic Speeds	84
7.4	WALKING AND CYCLING NETWORK	85
	POLICY 10 – Walking and Cycling Network	87
	COMMUNITY ACTION 4 - Care of Walking and Cycle Routes	87
7.5	LEISURE CENTRE	92
	POLICY 11 – Diss Leisure Centre	93
7.6	DIGITAL	94
	POLICY 12 – Broadband	94
7.7	FUNDING OF INFRASTRUCTURE	95
	POLICY 13 – Funding and Delivery of Infrastructure	95
7.8	RENEWAL OF DISS TOWN CENTRE	97
	COMMUNITY ACTION 5 - Town Centre Action Plan	98
8	PROTECTION POLICY - PREVENTING COALESCENCE	100
	STRATEGIC GAP BETWEEN DISS AND ROYDON	100
	POLICY 14 – Strategic Gap Between Diss and Roydon	100
9	PROTECTION POLICY - LOCAL GREEN SPACE	102
	POLICY 15 – Local Green Space	103
	Brome & Oakley LGSs	104
	Burston & Shimpling LGSs	105
	Diss LGSs	106
	Palgrave LGSs	107
	Roydon LGSs	108

Scole LGSs	109
Stuston LGS	110
<u>10</u> PROTECTION POLICY - KEY VIEWS	<u>111</u>
POLICY 16 - Protection of Key Views	112
Brome & Oakley KVs	113
Burston & Shimpling KVs	114
Diss KVs	115
Palgrave KVs	116
Roydon KVs	117
Scole KVs	118
Stuston KVs	119
<u>11</u> PROTECTION POLICY - HISTORIC ENVIRONMENT	<u>120</u>
COMMUNITY ACTION 6 - Diss Heritage Triangle	121
Non-Designated Heritage Assets	124
POLICY 17 - Non-Designated Heritage Assets	125
Diss NDHAs	126
Roydon NDHAs	128
Burston NDHA	130
Palgrave NDHA	131
Scole NDHAs	132
Stuston NDHA	133
APPENDIX A – Ecological Network Basemap	134
APPENDIX B - Local Green Space Policy Wording	135
APPENDIX C - Glossary of Abbreviations	139

PREFACE

Neighbourhood Planning was introduced in the Localism Act of 2011. Since that time, just over 200 community groups throughout our two counties have taken the decision to create their own neighbourhood plan – 114 in Suffolk and 90 in Norfolk. It takes a lot of effort and dedication to create such a plan but surprisingly few who started have given up along the way. Some take longer than others but of those who have persisted, 43 in Norfolk and 40 in Suffolk now have their neighbourhood plan adopted and playing a part in determining planning applications in their area.

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

The submission of the Plan for Examination is an important milestone in its development but it still has hurdles to clear before it can be presented for the final approval of the communities it is meant to serve. The Steering Group will continue its efforts until the Plan is adopted and in the meantime will assist the district councils and the Examiner in whatever ways are necessary.

The DDNP Steering Group's representatives:

Diss

Simon Olander and Eric Taylor

Burston & Shimpling

Alison Wakeham

Roydon

Paul Curson, Jane Jennifer and Trevor Ault

Scole

Graham Moore, Dola Ward and Corinne Moore

Brome & Oakley

Ursula Halton and Roger Broughton

Palgrave

Rebecca Dingle

Stuston

Roger Greenacre and Steve Leigh

ACKNOWLEDGEMENTS

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

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

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

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

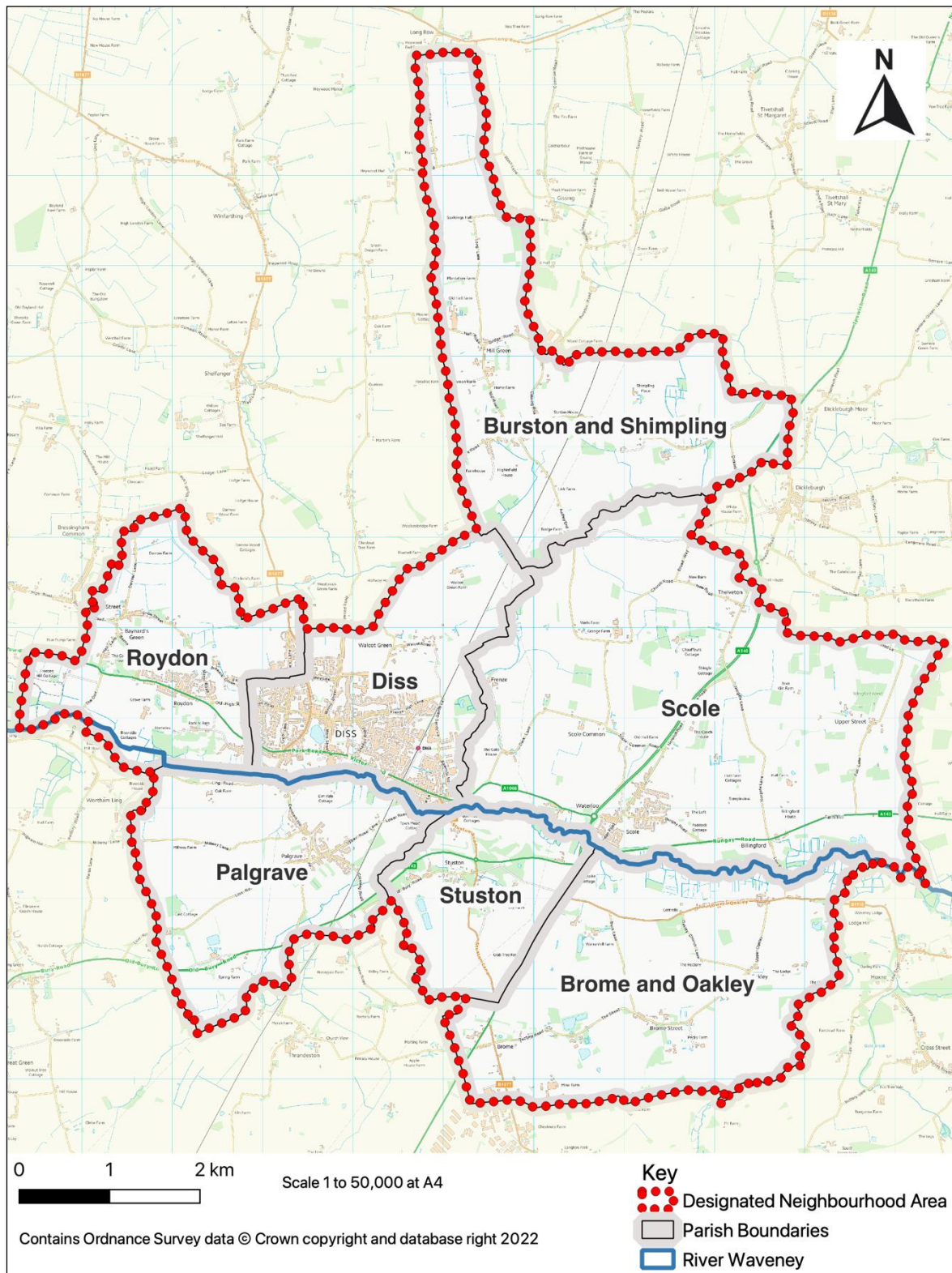
The expertise of Louise Cornell and Mark Thompson of Collective Community Planning, our consultants, has been indispensable. They have been a pleasure to work with and very much deserve our warmest thanks.

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

from

The DDNP Steering Group

1 INTRODUCTION



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



- 1 The creation of the Diss & District Neighbourhood Plan (DDNP or ‘the Plan’) is a joint project involving Diss Town Council and the surrounding parish councils of Roydon, Burston & Shimpling, and Scole in South Norfolk, and Palgrave, Stuston and Brome & Oakley in Mid Suffolk.
- 2 The Plan area is split into two by the county boundary between Norfolk and Suffolk, which is demarcated by the environmentally important River Waveney. It therefore lies within the administrative areas of both South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC), which are the Local Planning Authorities (LPA).
- 3 The partnership of seven parishes was formed in July 2017 on the basis that Diss is regarded as the commercial, cultural and leisure hub for the residents of town and also for those living in its surrounding parishes. All seven parishes benefit from its facilities and take a keen interest in its plans for the town centre, housing, leisure and employment.
- 4 The parishes of Heywood, Wortham & Burgate and Thrandeston were also invited to join the Plan but declined.
- 5 A joint plan ensures that policies such as those in relation to housing, walking and cycling routes and green corridors are considered across a wider area. This ensures a greater and more coordinated impact than if each individual parish were to create its own plan. Housing growth will generally be expected to focus on the more sustainable locations such as Diss first and foremost as well as those villages with day-to-day services.
- 6 The planning period for the DDNP will be 2021-2038.
- 7 Map 1 on the previous page shows the designated area for the Plan. Diss is the urban settlement, whilst the surrounding parishes are generally rural with small villages and some scattered development and farm buildings.

SUMMARY OF KEY SETTLEMENTS



FIGURE 1 The weekly market in Diss dates from 1135

DISS

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

broad range of cafes, restaurants, pubs and a marketplace with a regular Friday market.

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

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

SOUTH NORFOLK VILLAGES

Roydon, Scole and Burston & Shimpling

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

ROYDON

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

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

SCOLE

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

BURSTON & SHIMPLING

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

MID SUFFOLK VILLAGES

Palgrave, Stuston and Brome & Oakley

- 40 The Mid Suffolk *Core Strategy* (MSCS) defines Palgrave as one of 26 ‘Secondary Villages’ in the settlement hierarchy. Brome and Oakley (now within the single civic parish, Brome & Oakley) and Stuston are not listed in the settlement hierarchy and as such are designated as ‘Countryside Villages’.
- 41 Secondary Villages and Countryside Villages are not required to accommodate development over the period 2012 to 2027. Policy in the emerging Babergh & Mid Suffolk *Joint Local Plan* for 2018 to 2037 (JLP) identifies Brome, Palgrave and Stuston as Hinterland Villages. Oakley is identified as a Hamlet. Together, these villages are expected to deliver 64 homes over the Plan period.

PALGRAVE

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

STUSTON

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

² <https://suffolklandscape.org.uk>

BROME & OAKLEY

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



2 WHAT IS NEIGHBOURHOOD PLANNING?

2.1 OVERVIEW OF NEIGHBOURHOOD PLANNING

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

2.2 THE PROCESS OF DEVELOPING THIS NEIGHBOURHOOD DEVELOPMENT PLAN

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

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

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

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

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

63 The DDNP will be subject to periodic review and modified as required by changes to the guiding planning policy and local circumstances.



3 INVOLVING THE COMMUNITY

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

4 VISION AND AIMS

4.1 THE DDNP'S VISION STATEMENT AND TEN AIMS:

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

THE TEN AIMS FOR THE PLAN ARE:

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

4.2 HOW THE POLICIES WILL DELIVER THE PLAN

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

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

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

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

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

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

4.3 RESPONDING TO CLIMATE CHANGE

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



5 POLICY CONTEXT

5.1 LOCAL PLANS

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

5.2 THE NATIONAL PLANNING POLICY FRAMEWORK

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

³ [National Policy Planning Framework](#)

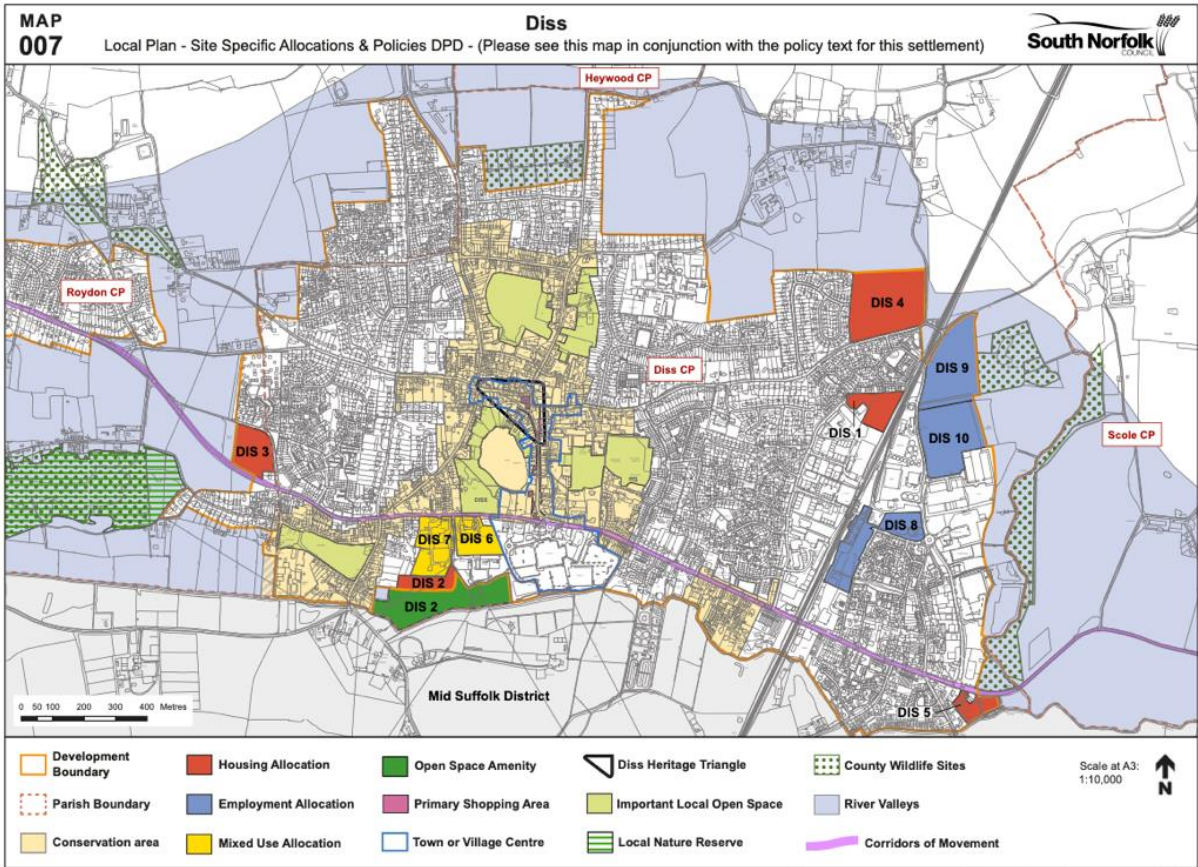
6 DELIVERING GROWTH

6.1 INTRODUCTION

- 79 Chapter 5 of the National Planning Policy Framework (NPPF) requires plans to ensure a significant increase in the supply of new homes. Also, neighbourhood plans should use the indicative housing requirement provided by the Local Planning Authority (LPA), which needs to be seen as a minimum number of homes to be delivered in the plan period.
- 80 For Diss (including part of Roydon) the LPA has provided an indicative housing growth figure of 400 new homes. Part of this is fulfilled by the allocation of Frontier Agriculture on Sandy Lane for 150 homes in the emerging Greater Norwich Local Plan (GNLP). Another element is made up of recent permissions, including 49 on land south of The Thatcher’s Needle⁴. The DDNP will meet the remaining overall housing requirement for 201 homes. In addition to this there are existing housing commitments, totalling 122 new homes, in the South Norfolk Local Plan (SNLP) that have not yet been delivered and will need to be carried forward to the DDNP. This gives a total deliverable housing requirement for the DDNP in Diss (including part of Roydon) of 323.
- 81 The South Norfolk villages of Burston, Scole and Roydon have been provided with an indicative housing growth figure of at least 25 new homes each by South Norfolk Council (SNC). The Regulation 18 stage of the emerging South Norfolk Village Clusters Housing Allocation Plan (VCHAP) confirms that the DDNP will provide site allocations to meet this requirement.
- 82 Policy SP04 of the emerging Babergh & Mid Suffolk Joint Local Plan (JLP) sets out that 10% of new homes will be delivered in the Hinterland Villages. It also sets out a minimum housing requirement for the DDNP of 64 new homes within the parishes of Brome & Oakley, Palgrave and Stuston. Of these, a total of 49 already have planning permission at the JLP’s base date (1 April 2018), which leaves a requirement for 15 to be allocated across the three parishes.
- 83 The indicative housing growth requirements across the DDNP area to 2038 are as follows:

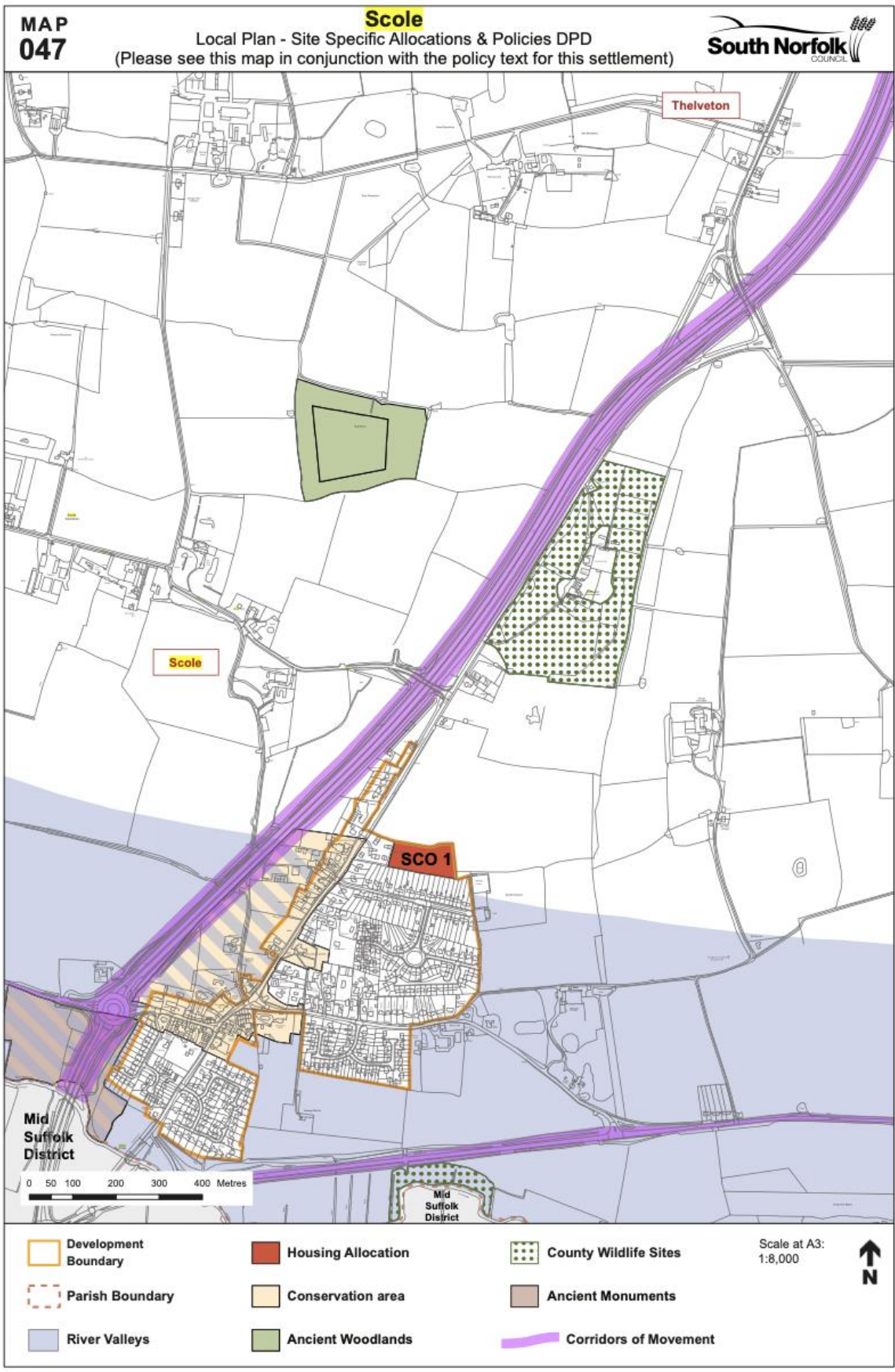
Parish	New Housing Requirement	Existing commitments to be carried forward	Total housing commitment for DDNP
Diss (including part of Roydon village)	201	122	323
Roydon	25	0	25
Scole	25	15	40
Burston & Shimpling	25	0	25
Brome & Oakley, Palgrave and Stuston	15	0	15
Total	291	137	428

4 The permission on land behind The Thatcher’s Needle is use class C2, which is equivalent to 62 dwellings using a calculation of 1:1.8 as set out in national guidance. GNLP assumes 13 homes on this site as part of existing commitments, therefore, the net additional housing for this site is 49 for the purposes of DDNP.



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

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



MAP 3 Allocation in Scale as set out in the SNLP

6.2 DELIVERING HOUSING REQUIREMENTS

- 85 The NPPF and *Local Plans* provide a steer on where to locate new housing. The NPPF highlights the need to allocate land with the least environmental or amenity value. Elsewhere there is strong support for brownfield land for housing within settlements, and support for having due regard to the intrinsic character and beauty of the countryside. There is also support for development in locations that have good access to local amenities and services using sustainable transport. The NPPF focuses on the need to promote sustainable development in rural areas, requiring housing to be located where it will enhance or maintain the vitality of rural communities.
- 86 The 2015 SNLP Policy DM 1.3 requires development to be located sustainably and aims to restrict development in the open countryside. Policy CS2 in Mid Suffolk's 2008 *Core Strategy* (MSCS) does the same. The DDNP strategy for allocating sites has aimed to do this, allocating sites principally adjacent to or within the existing settlements.
- 87 Potential sites were put forward either to the LPAs during the development of their Local Plans, or directly to the DDNP Steering Group during the Summer 2020 consultation. These were all independently assessed by AECOM as part of the national support framework for neighbourhood plans. Overall, 77 sites have been assessed across the DDNP area as part of three separate *Site Options and Assessment* (SOA) Reports. This assessment work captures all known sites being promoted up to November 2021, with each SOA building on the previous, updating assessments for individual sites where additional or new evidence had emerged or been promoted by the landowner.
- 88 The SOA reports use a range of criteria to assess the potential sites, such as flood risk, relationship to existing settlement, and access to services. A traffic light system was used such that green indicated no issues, amber indicated some constraints which could be mitigated, whilst red indicated that the site would be undeliverable.
- 89 These assessments were considered and the better site options were consulted upon during the summer and autumn of 2020. The results of the SOA and consultations led to the preferred sites being identified and subject to a *Strategic Environmental Assessment* (SEA) of reasonable alternatives prior to allocation. This is detailed in the SEA Report.
- 90 As set out in Section 6.1, the DDNP is required to allocate a minimum of 428 new homes over the plan period up to 2038.
- 91 In some areas, Diss, Scole and Brome, the new allocations will deliver more than the quantum of development required, though only marginally, by 50 more in total. This 'over-allocation' provides a useful buffer to ensure delivery of new housing remains on track, and also helps to meet specific local need for housing, as evidenced in the *Housing Needs Assessment* (HNA).
- 92 Policy 1, below, sets out the spatial distribution of housing growth across the DDNP, with each of these set out in detail in Sections 6.3 to 6.11. The allocations are also identified on the *Parish Allocation and Asset Maps*, which are available in the submission documents library⁵ for each parish in the Plan area.
- 93 There is an expectation that meaningful engagement will take place with the community prior to a formal planning application being submitted to the LPA for each of the DDNP housing allocations.

⁵www.ddnp.info/submission_documents

POLICY 1 - Scale and Location of Housing Growth

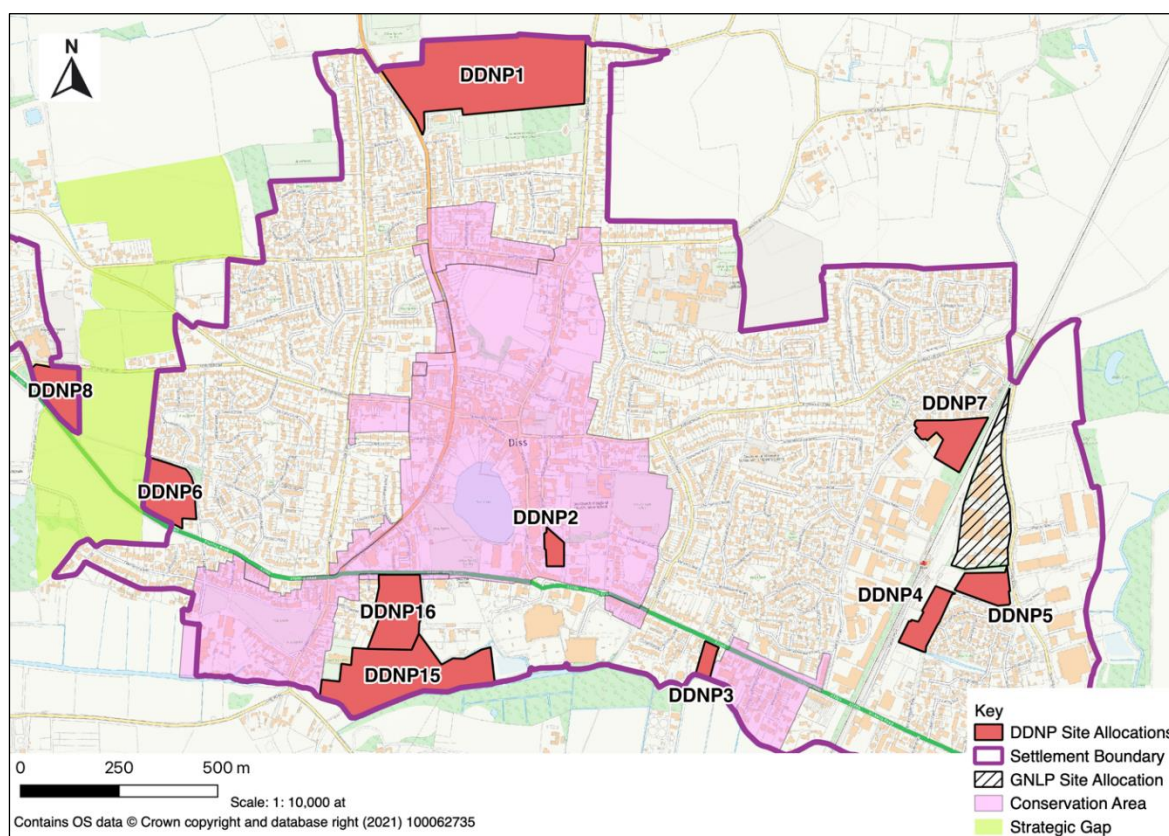
The plan is making the following 16 housing allocations across the DDNP area:

ALLOCATION SITE & POLICY NO.	LOCATION	NUMBER OF HOMES
DDNP1	Land east of Shelfanger Road and west of Heywood Road, Diss (Including part of Roydon parish)	180
DDNP2	Site of derelict Victorian Infant School, the Causeway, Diss	10
DDNP3	Site of the existing leisure centre, Victoria Road, Diss	20
DDNP4	Land west of Nelson Road and east of Station Road, Diss	25
DDNP5	Land north of Nelson Road, Diss	43
DDNP6	Land off Denmark Lane, Diss (including part of Roydon parish)	25
DDNP7	Land north of Vince's Road, Diss	10
DDNP8	Land south of Roydon Primary School, Roydon	25
DDNP9	Land west of Gissing Road, Burston	25
DDNP10	Flowerdew Meadow, Norwich Road, Scole	25
DDNP11	Land east of Norwich Road, Scole	50
DDNP12	Former Scole Engineering Site, Scole	6
DDNP13	Land north-west of Ivy House, Brome	9
DDNP14	Land south of B1118, Lower Oakley	3
DDNP15	Land off Park Road, Diss	10
DDNP16	The Feather Mills site, Park Road, Diss	12
TOTAL		478

These should be delivered in accordance with the allocation policies set out in sub-sections 6.3 to 6.11

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

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



MAP 4 Site allocations in Diss

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

DDNP1

Land east of Shelfanger Road and west of Heywood Road



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

- 97 This allocation is well related to the current character and form of the built-up area of Diss. It will also facilitate an increase in the size of the Cemetery and delivery of a link road from Shelfanger Road to Heywood Road to alleviate some traffic pressure in Diss town centre.
- 98 The SOA rates this site as Amber, which means the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. It identifies that it is located adjacent to a County Wildlife Site and within the Waveney Valley landscape area, which means development will need to be designed sensitively. Boundary trees and hedgerow should be protected for their ecological value. Some wider traffic mitigation measures may be required to alleviate additional traffic pressure on Shelfanger Road and the surrounding area. Enhancement to the sewerage and water supply network will be required.
- 100 This allocation was supported by just over 50% of respondents to the issues and options consultation in Summer 2020.
- 101 A development of this scale has an opportunity to support delivery of low carbon infrastructure (for example, a ground source heat network; or solar PV with battery storage) and high standards of sustainable design and construction. All opportunities to achieve this should be pursued. Policy 2 of the emerging GNLPP seeks a 19% reduction against Part L of the 2013 Building Regulations, which if adopted will apply to this allocation. However, at the time of writing the GNLPP awaiting examination, thus the requirement has also been included in Policy DDNP1a.

- 102 Policy DDNP1e requires the development to include pedestrian and cycle connections that link to the existing network without the need to utilise the new link road. For example, using a link via Farthing Close at the south-west and at an appropriate point onto Heywood Road on the eastern side of the site.
- 103 Figure 2 is a concept drawing for the site provided by Scott Properties in September 2021. This is indicative and subject to change but provides an illustration of how the development might be laid out. It includes an area that will be gifted to Diss Town Council for an extension to the cemetery.

POLICY DDNP1

This 8.4ha site is allocated for residential development to accommodate approximately 180 homes. The development will be expected to address the following specific matters:

- a) Three individual sites are included in this allocation and will need a coordinated approach to design, layout, landscaping, infrastructure provision and delivery. A master plan will be required to demonstrate how this will be achieved;**
 - b) Design will need to take into account the presence of a high-pressure pipeline located adjacent to the northern boundary of the site;**
 - c) A Transport Assessment will be required for the whole site allocation;**
 - d) Provision of a link road to connect Heywood Road and Shelfanger Road;**
 - e) Development will be designed to include pedestrian and cycle connections that link to the existing network without the need to utilise the new link road;**
 - f) Design will need to ensure that parking provision is contained within the site boundaries, so as to ensure that the new link road remains free from parked vehicles. This is essential as the link will become an important strategic east/west route around the town;**
 - g) Deliver biodiversity net gain which includes habitat enhancement or creation to link with the nearby green corridors identified in Policy 8 and the adjacent Diss Cemetery County Wildlife Site; and**
 - h) The development will incorporate sustainable design and construction principles that maximise potential to achieve net zero carbon emissions and realise sustainability improvements over and above that set by Building Regulations, unless it can be demonstrated that this is not feasible.**
-

DDNP2

Site of derelict Victorian Infant School, the Causeway, Diss

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

POLICY DDNP2

This 0.4ha site is allocated for residential development to accommodate approximately 10 homes. The development will be expected to address the following specific matters:

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

DDNP3

Site of the existing Leisure Centre

- 107 The current Diss Leisure Centre dates back to the old open-air swimming lido, with a roof added in the 1980s. It is owned and managed by SNC. The current site has a number of constraints that limit the leisure centre offer and a strategic plan exists to upgrade and relocate facilities within Diss. The timetable for this is currently uncertain, with the leisure sector having been significantly affected by the pandemic. However, this is understood to be a priority for SNC, who are confident it will take place during the DDNP's plan period.
- 108 The site is located within the built-up area of Diss and existing settlement boundary. Furthermore, because of its proximity to services, good transport links and the nature of surrounding development, it is felt that a high-density development is appropriate. Twenty homes on this site would be a density of 60 homes per hectare.
- 109 The SOA rates this site as green, which indicates the site is appropriate for allocation. The site is located within the settlement boundary and built-up area of Diss and is adjacent to other residential and commercial uses. It is favourably located in relation to services and facilities and there are no environmental or heritage designations within or adjacent to the site. The site is of medium risk of surface water flooding and would need a water management strategy.
- 110 Just under 50% of individuals supported allocation of the leisure centre site during the July 2020 consultation. This may have been higher had it been clear that the site would only be developed once the leisure centre had moved elsewhere, rather than closed.

POLICY DDNP3

This 0.31ha site is allocated for residential development and will accommodate approximately 20 homes. The development will be expected to meet the following specific matters:

- a) **The site will only become available once the current leisure centre provision has been relocated; and**
 - b) **The site is medium risk of surface water flooding, and a water management strategy will be required to demonstrate that the development will not result in additional runoff.**
-

DDNP4

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

- 111 This brownfield site was allocated for employment use in 2015 as part of the current SNLP but has not yet been developed. The promoter is now suggesting the site for residential use due to its proximity to Diss railway station. This has been agreed with South Norfolk Council and the employment allocation has not been carried forward as part of the emerging GNLP.

- 112 The site lies just east of the railway line and is surrounded by existing industrial development to the north and the south, with residential development to the east. It is within the settlement boundary, is near a range of services and employment opportunities and has good transport links, including mainline train services to Norwich and London.
- 113 Given past uses there may be some contaminated land, and careful mitigation would be necessary to manage noise from the rail line and adjoining industrial uses. Surface water flood risk is an issue on the southern part of the site and the sewerage and surface water networks would need to be upgraded. The site is highly accessible and there would be no impact on designated heritage assets. Mitigation may be required for the nearby County Wildlife Site.
- 114 This allocation was supported by 61% of respondents to the DDNP issues and options consultation in July 2020. Some concerns were raised by residents about the site being adjacent to the railway and fuel depot. The design of the development and its landscaping will need to reflect this to ensure adequate amenity for future residents.

POLICY DDNP4

This 0.94ha site is allocated for residential development and will accommodate approximately 25 homes. The development will be expected to address the following specific matters:

- a) Deliver walking and cycling links to Diss railway station;**
 - b) Subject to agreement by Greater Anglia, deliver a road connection from Nelson Road to the railway station forecourt. This will also enable a one-way bus service to utilise the connection of Nelson Road and Station Road.**
 - c) Provide appropriate landscaping along the site boundary to ensure adequate amenity for residents given the proximity of industrial units and the railway;**
 - d) Assess the potential for land contamination, and manage appropriately any contamination found;**
 - e) Contribute towards protection and enhancement of green infrastructure along Frenze Beck, including enhancement of the County Wildlife Site and adjacent land currently used for informal access;**
 - f) Development will incorporate opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points where there is known high surface water flood risk on adjacent roads; and**
 - g) Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy (NMWCS)* applies, as this site is underlain by safeguarded mineral resources.**
-

DDNP5

Land north of Nelson Road, Diss

- 115 This site was allocated for employment uses in the SNLP and is currently subject to a planning application (2020/0478) for the erection of an extra care facility containing 77 apartments. This application was approved by SNC on 25 February 2021. Whilst this is commercial development, it is Use Class C2 (residential institutions) and therefore is considered to meet a residential need. The equivalent number of dwellings we can equate to this is 10, a ratio of 1/1.8, in accordance with national *Planning Practice Guidance* (Paragraph 035 Reference ID: 68-035-2019722) and paragraph 11 of the *Housing Delivery Test Measurement Rule Book* (MHCLG, July 2018).
- 116 This site was not included in the SOA as it has been subject to a planning application and is considered to be committed development.

POLICY DDNP5

This 2.89 ha site is allocated for C2 use residential development of 77 extra-care apartments for people in need of care and support.

DDNP6

Land off Denmark Lane, Diss

- 117 The site was allocated (Ref DIS3) in 2015 as part of the current SNLP but has not yet been developed. The principle of development is accepted, and it is expected that development will take place within the DDNP timeframe, which mirrors that of the GNL.
- 118 The SOA rates this greenfield site as amber, which means it is appropriate for allocation if certain issues can be resolved or constraints mitigated. Although in the parish of Roydon, the site is located within the settlement of Diss, at a reasonable distance from shops and services. The site is small enough not to threaten coalescence between Diss and Roydon, but it will be on the edge of the strategic gap identified within the DDNP. For this reason, and to protect the landscape value of the gap, a landscape buffer will be required along the western boundary of the site. The site is also just over 150m from an identified Green Corridor and well-used pedestrian and cycle route from Roydon to Diss.
- 119 The site is considered in the calculation of the Diss settlement housing requirement, providing 25 homes, subject to acceptable design and layout being achieved. The density of housing on the site needs to reflect its edge of settlement location.
- 120 Given its proximity to site allocation DDNP8 in Roydon village, there could be cumulative impacts on traffic along the A1066 between Diss and Roydon, when this site is delivered. The stretch of the A1066 between Diss and Roydon is currently 40mph. The opportunity to extend the 30mph speed limit should be considered when this site comes forward for development.

POLICY DDNP6

This 1.6ha site is allocated for residential development, to accommodate approximately 25 homes. The development will be expected to address the following specific matters:

- a) Make appropriate footway improvement and provide road access from Denmark Lane without impinging on Roydon Loke, which is part of the DDNP Green Corridors and is a well-used pedestrian and cycle route from Roydon to Diss;
 - b) Provide approximately 20m landscape belt to the western boundary to protect the landscape value of the strategic gap and to provide a soft edge to the development;
 - c) Provision of open amenity play space on site to serve the development and contribute to local community facilities;
 - d) Any provision of street lighting should be in accordance with the dark skies element of Policy 6;
 - e) Development will incorporate opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points where there is known high surface water flood risk on adjacent roads; and
 - f) Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy (NMWCS)*, as this site is underlain by safeguarded mineral resources.
-

DDNP7

Land north of Vince's Road, Diss

- 121 This greenfield site is located to the north east of the town, within the settlement boundary and adjacent to the railway line. It is currently allocated in the SNLP (Ref DIS1) for 35 homes, and although not yet developed, work to progress a planning application for the site is underway.
- 122 The SOA, which represents an updated assessment of the site, identified that the south eastern part of the site has dense tree cover and would not be appropriate to develop. This reduces the potential development area on the site to around 0.6ha. The proximity to the railway line may also be a constraint, however, due to tree coverage along the railway and the development to the north which has been built up to the edge of the railway, this is unlikely to reduce the developable area further.
- 123 Vehicular access in the policy is required from Prince William Way, onto Frenze Hall Lane, as it was in the SNLP allocation. This is to avoid further mixing of residential and industrial

traffic, and to prevent further pressure on the junction of Vince's Road and Victoria Road. This junction already receives a considerable volume of traffic from the concentration of dwellings and commercial/industrial units that are currently served by it. It is currently a real challenge to exit Vince's Road, particularly during peak traffic hours. The Highway Authority are working on a potential improvement scheme, which is identified in the *Diss Network Improvement Strategy* (DNIS)⁷, that will improve congestion at this junction, but the scheme is not sufficiently advanced at the point of writing DDNP. Without significant improvement at this junction, the access for DDNP7 must remain onto Prince William Way/Frenze Hall Lane.

POLICY DDNP7

This 1.18ha site is allocated for residential development to accommodate approximately 10 homes. The development will be expected to address the following specific matters:

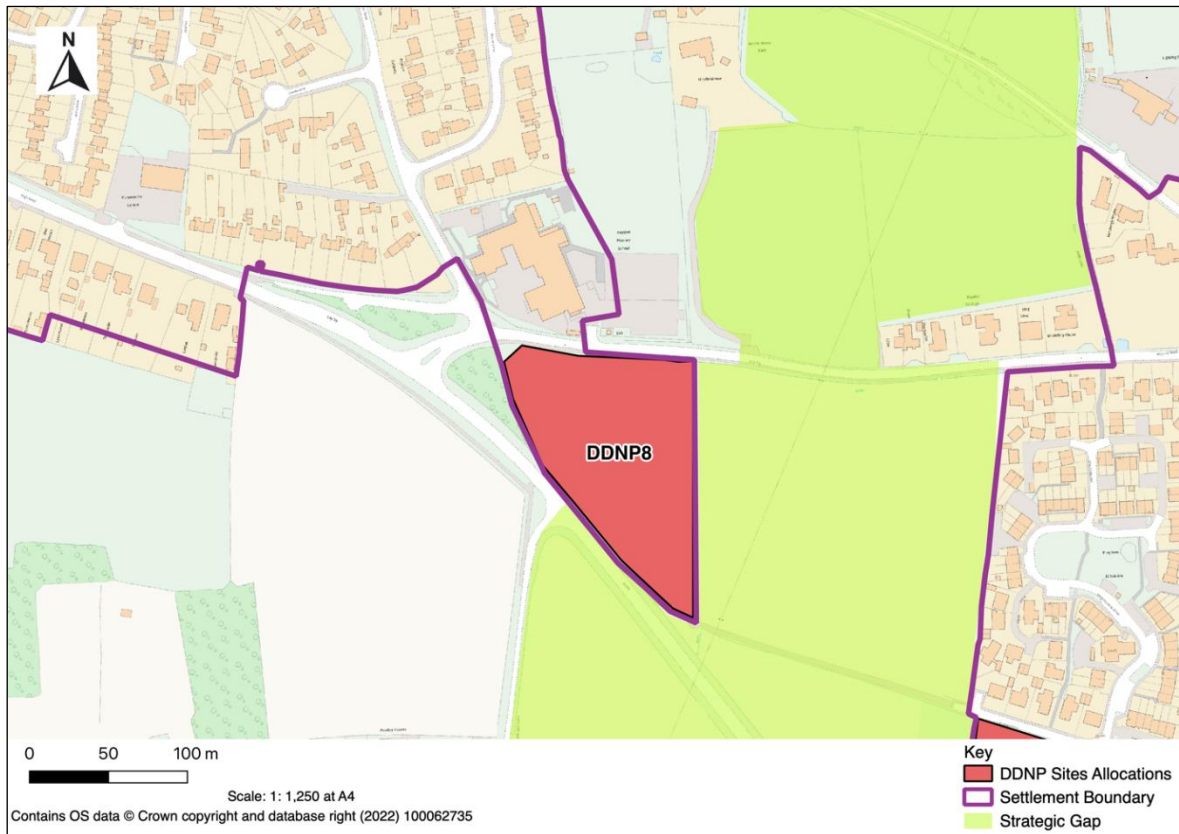
- a) Trees in the southern part of the site must be retained and managed for their biodiversity and amenity value for new occupiers;**
 - b) New homes are located to the north of trees at a density similar to those in the adjacent residential development;**
 - c) Any planning application will need to be accompanied by an arboricultural impact assessment, with development proposals dependent on the mass removal of trees not supported;**
 - d) Deliver vehicular access to Frenze Hall Lane through Prince William Way, the adjacent housing development to the north of the site;**
 - e) Ensure appropriate landscaping along the boundary to Vince's Road employment area;**
 - f) Achieve connectivity with green infrastructure along Frenze Beck, including to the County Wildlife Site and adjacent land which is currently used for informal access;**
 - g) A high standard of design is expected in accordance with the *Diss & District Design Code*, including provision of private gardens; and**
 - h) Wastewater infrastructure capacity must be confirmed prior to development taking place.**
-

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

6.4 ALLOCATIONS IN ROYDON VILLAGE

DDNP8

Land south of Roydon Primary School, Roydon



MAP 5 Allocation in Roydon village

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

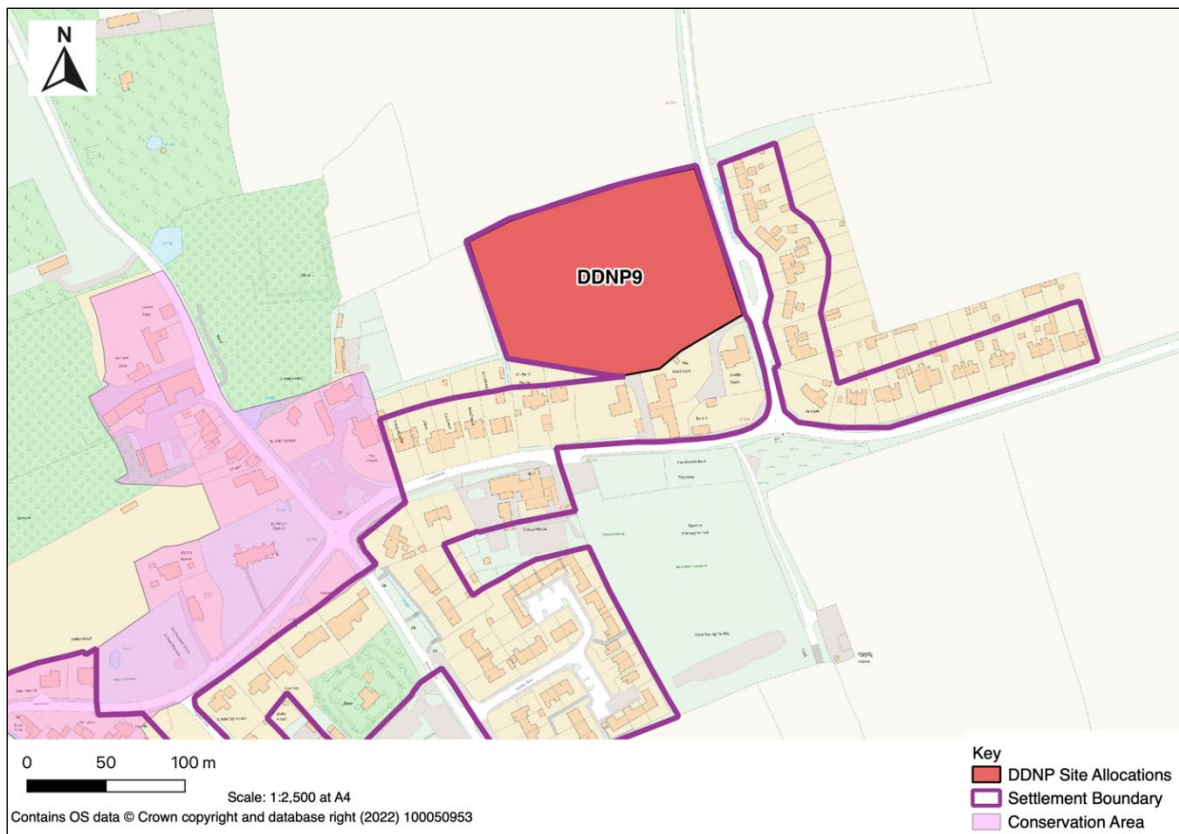
- 126 In November 2020 we consulted on five potential sites for housing development in Roydon. This site received the most support from residents and from a suitability perspective has the fewest constraints.
- 127 Directly to the south of the site is a well-used pedestrian and cycle route between Roydon and Diss. Informally, this is known as Roydon Loke. It is a section of the disused, old A1066/Denmark Lane. Roydon Loke forms part of Roydon’s ecological network (see [Appendix A](#), Ecological Network Basemap) and is maintained by Roydon Parish Council volunteers, with the consent of the Highway Authority.
- 128 Given its proximity to site allocation DDNP6 on Denmark Road in Diss (including part of Roydon), there could be cumulative impacts on traffic along the A1066 between Diss and Roydon, when this site is delivered. The stretch of the A1066 between Diss and Roydon is currently 40mph. The opportunity to extend the 30mph speed limit should be considered when this site comes forward for development.

POLICY DDNP8

This 1.25 ha site is allocated for residential development, to accommodate approximately 25 new homes. The development will be expected to address the following specific matters:

- a) Appropriate highway access is created onto Old High Road taking into account the close proximity of periodic school traffic peaks;**
 - b) Adequate separation, in accordance with the strategic gap identified in Policy 14, is maintained between the development and Long Meadow properties;**
 - c) Existing trees and hedgerow along the boundary should be retained and enhanced;**
 - d) Provision of approximately 10m landscape belt to the eastern boundary to provide a soft edge to the development.**
 - e) Provision of pedestrian and cycle access to Roydon Loke, causing minimal disturbance to the latter due to its Green Corridor status;**
 - f) A Landscape Management Plan must be submitted alongside any application to demonstrate how the design is fitting with an edge of village location, and ensure impacts on the wider landscape are minimized; and**
 - g) Where delivered, street lighting should be in accordance with Policy 6: Design.**
-

6.5 ALLOCATION IN BURSTON



Map 6 Allocation in Burston

DDNP9

Land west of Gissing Road, Burston

- 129 This is a large greenfield site adjacent to the built-up area of the village, within close proximity of the school.
- 130 The site is screened on three sides by mature trees and hedgerow and runs adjacent to a green corridor identified in Policy 8. It therefore provides an opportunity to enhance the corridor through habitat creation and improvement, and expectation is that a proportion of the site will be devoted to new open green space.
- 131 The SOA rates this site as amber, which means the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. The site is adjacent to the settlement boundary and housing on the opposite side of the road. It is well related to services and character of the village. Initial highway evidence has highlighted concerns that there are potential access constraints on site, but these could be overcome through development. Also, subject to suitable footpath provision, any potential impact on the functioning of local roads could be reasonably mitigated. There are no concerns over contamination ground stability, loss of high-quality agricultural land, loss of open space nor ecology. Other constraints include possible impact to listed building and conservation

area. Anglian Water has advised of major constraints to provision of sewerage infrastructure and substantial off-site sewerage will be required to connect foul water.

- 132 In the consultation on Issues and Options for the DDNP this site was the second most supported by residents, with just under 50% supporting its allocation within the Plan.

POLICY DDNP9

This 1.54ha site is allocated for green open space and residential development, accommodating approximately 25 homes. The development will be expected to address the following specific matters:

- a) Deliver new open green space, which includes habitat improvement and creation that specifically enhances the function of the adjacent green corridor;**
 - b) The public footpath running along the northern boundary of the site is retained;**
 - c) Wastewater infrastructure capacity must be confirmed prior to development taking place**
 - d) Sufficient landscaping to ensure no impact on the Grade II listed Manor House Farm; and**
 - e) To include a mix of homes, which includes some single-storey.**
-

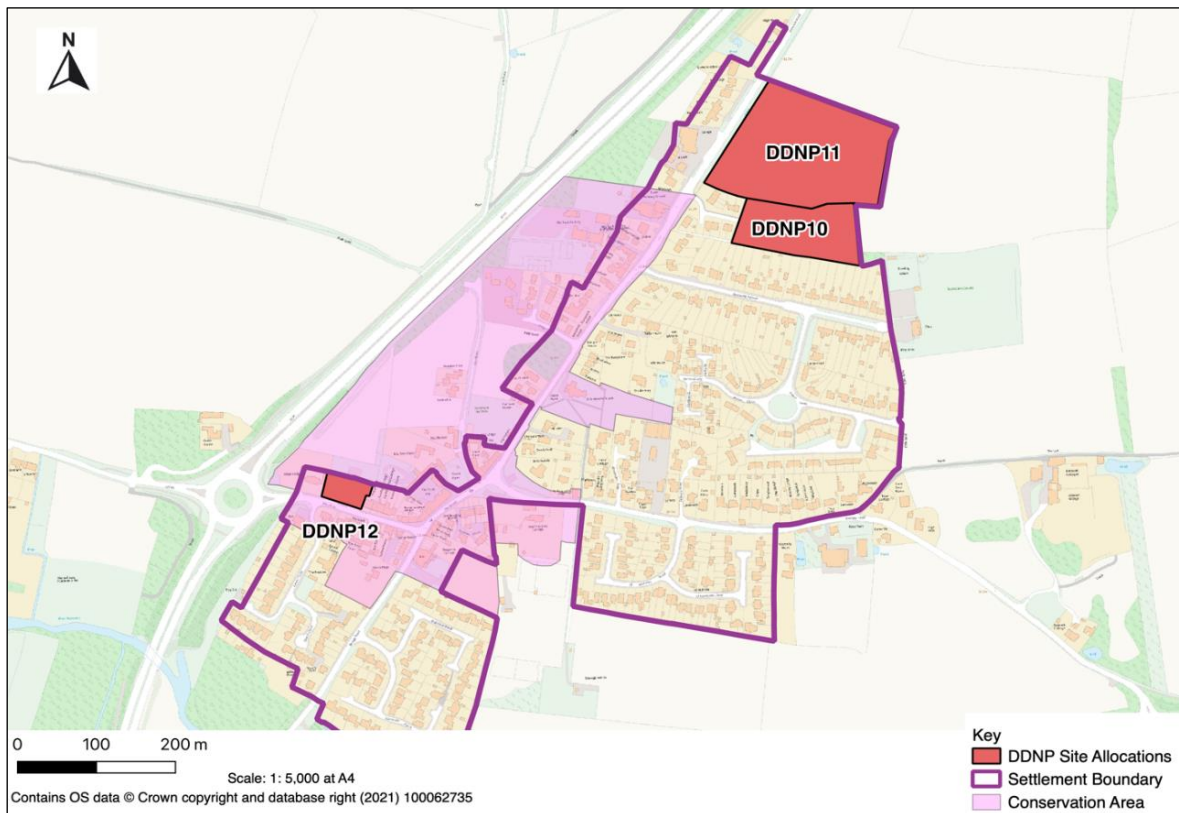


6.6 ALLOCATIONS IN SCOPE

DDNP10

Flowerdew Meadow, Scole

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



MAP 7 Allocations in Scole

- 136 This site was supported by almost 70% of respondents to the Issues and Options consultation in June 2020.
- 137 Preference is for vehicular access to be achieved through the adjacent allocation DDNP11, which will address community concerns about the impact the development may have on existing residents of adjacent housing. The vehicular access road through adjacent housing is fairly narrow and has an unadopted status nearest the boundary with DDNP10.

Should this not be feasible, due to timings of the allocations coming forward or otherwise, expectation is that provision will be made for a vehicular link between the two allocations and a Construction Management Plan that sets out how impacts on existing residents will be minimised during the construction phase.

POLICY DDNP10

This 1ha site is allocated for residential development, accommodating approximately 25 new homes. The development will be expected to address the following specific matters:

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

DDNP11

Land east of Norwich Road, Scole

- 138 This site is adjacent to the existing settlement boundary of Scole, within close proximity to the primary school and other village services. It will extend the existing built-up area northwards along Norwich Road.
- 139 Originally a much larger site, 5.2ha in size, was promoted by the landowner for 130 new homes. The SOA found this to be suitable for growth, subject to mitigation in relation to noise, heritage, and surface water.
- 140 The SOA rates this site as amber, which means that the site may be appropriate for allocation if certain issues can be resolved, or constraints mitigated. Due to the proximity of the A140 traffic noise is audible on the site. So, subject to a noise impact assessment, attenuation measures may be required. Also, the site is at medium risk of surface water flooding and mitigation is required if developed. The site is adjacent to a Grade II listed building. It contains no identifiable landscape features. It is suitable subject to establishing an appropriate access and mitigation with respect to heritage, noise, surface water flooding.
- 141 Development of 50 homes at DDNP11 will support delivery of highway infrastructure that is important to the community, including a new crossing point for the school and traffic calming measures along Norwich Road. The site will also enable vehicular traffic to access DDNP10 without going through an existing residential area.

- 142 The level of development being delivered here will result in additional Community Infrastructure Levy funding, which the community would like to use to fund a new accessible footway/cycle link between Scole and Diss. This is identified as link M on the Walking and Cycling Network (Policy 10, Map 19).
- 143 During the issues and options consultation in November 2020 the larger version of this site, for 130 homes, was supported by 30% of respondents.

POLICY DDNP11

This 2.6ha site is allocated for residential development, accommodating approximately 50 new homes. The development will be expected to address the following specific matters:

- a) Include a heritage statement which sets out how the development will mitigate any impacts on nearby listed buildings, including High House, which is located within the vicinity of the site;**
 - b) Undertake a noise impact assessment and implement noise attenuation measures as required;**
 - c) Deliver traffic calming measures along Norwich Road, including a new pedestrian crossing point to the primary school; and**
 - d) Provide vehicular access to the site boundary with DDNP9 (Flowerdew Meadow) which enables connectivity between the two sites.**
-

DDNP12

Former Scole Engineering Site, Diss Road, Scole

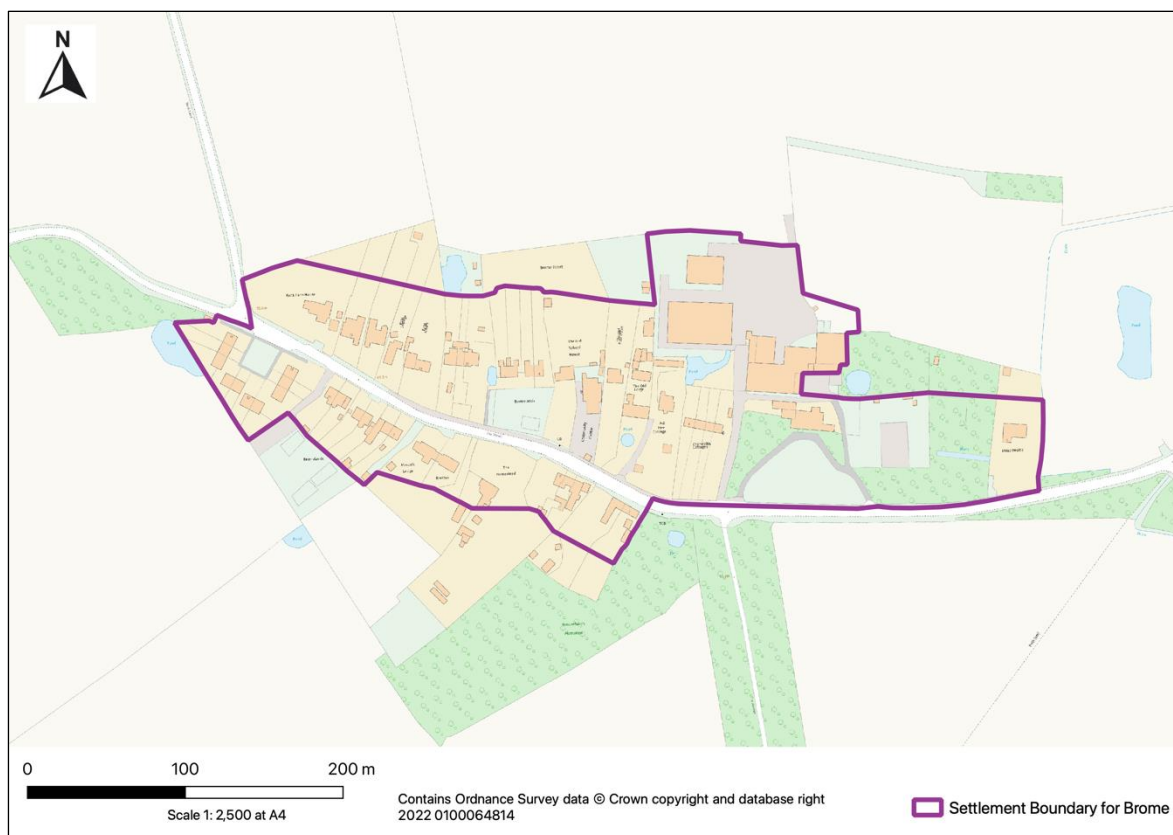
- 144 This site is located close to the village centre, adjacent to the Conservation Area. It is a brownfield site, currently the location of a garage and vehicle repair business, which intends to relocate to a smaller site. It is surrounded by other residential dwelling, some historic in their character, others more modern.
- 145 This site was not considered in the SOA as has been subject to a planning application and is considered to be committed development.
- 146 In 2020 outline permission (application ref. 2020/1236) was granted for demolition of the existing garage workshop buildings and construction of 6 dwellings.

POLICY DDNP12

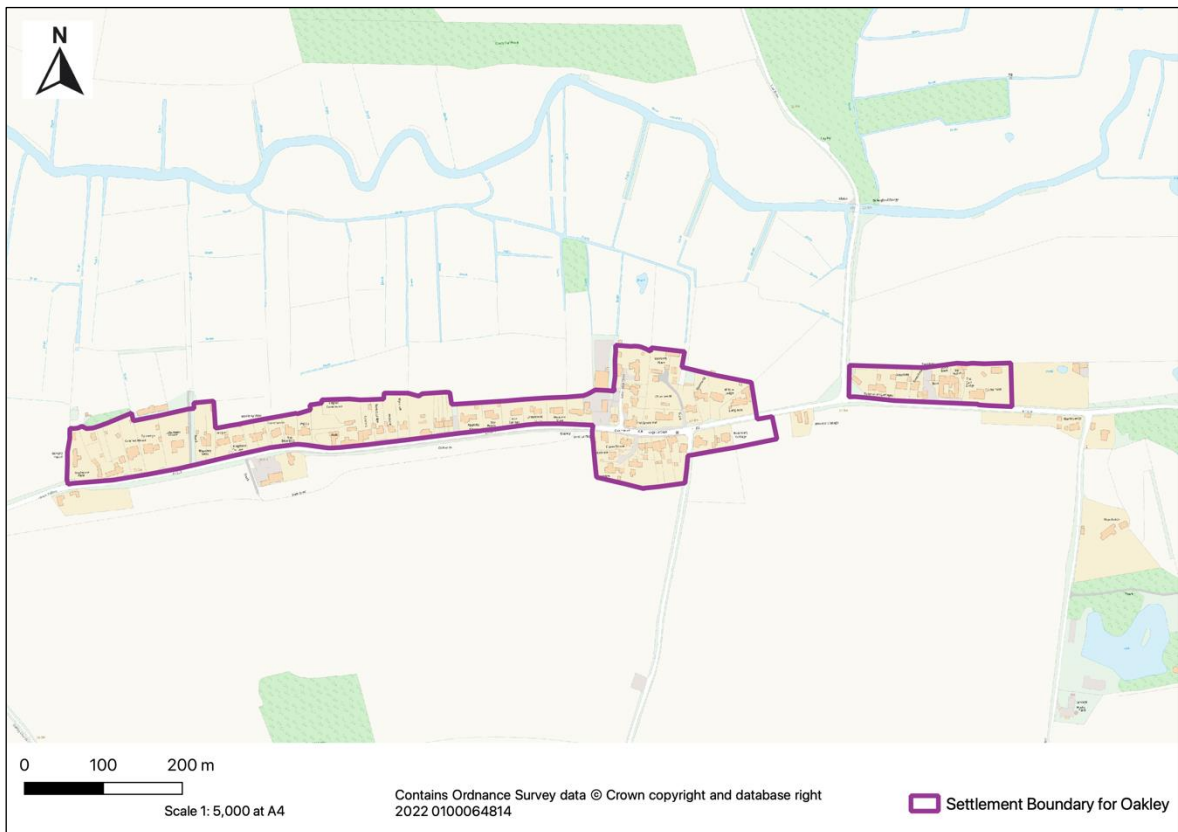
This 0.2ha site is allocated for residential development, for 6 homes in accordance with outline planning permission 2020/1236.

6.7 ALLOCATIONS IN BROME & OAKLEY

- 147 The DDNP makes two allocations in Brome & Oakley. The Plan also reintroduces settlement boundaries, which were removed in 2008 when the Mid Suffolk's Core Strategy (MSCS) was adopted. The boundaries broadly align with those presented in the Regulation 19 version of the JLP, which has since been split into two parts. Part 1 will contain all strategic policies and development management policies, with current settlement boundaries saved from the adopted MSCS. In the case of Brome and Oakley this effectively leaves them without settlement boundaries and the DDNP may therefore recreate them.
- 148 The new DDNP allocations are included within the defined settlement boundaries on Maps 8 and 9 and in the *Parish Allocation and Asset Maps*. Anything outside of the defined boundaries is considered countryside.



Map 8 The settlement boundary in Brome

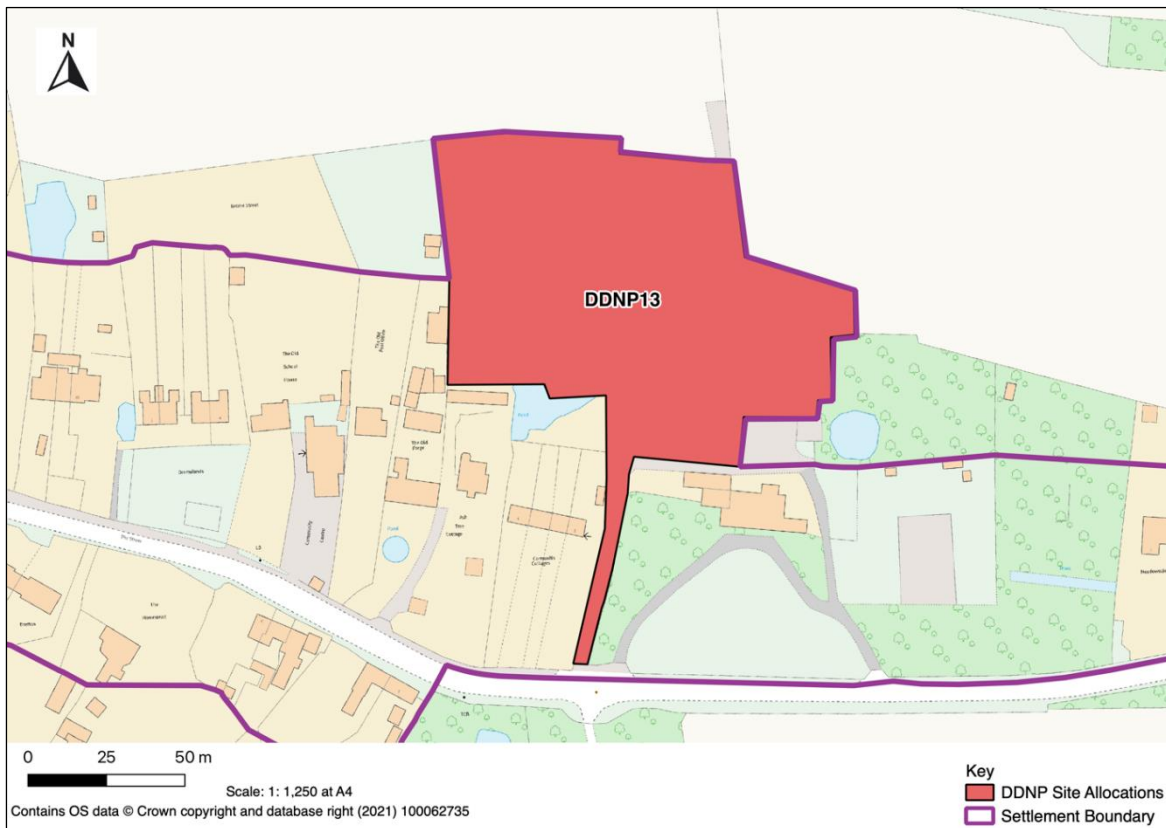


Map 9 The settlement boundary in Oakley

DDNP13

Land north-west of Ivy House, Brome

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



MAP 10 Allocation in Brome

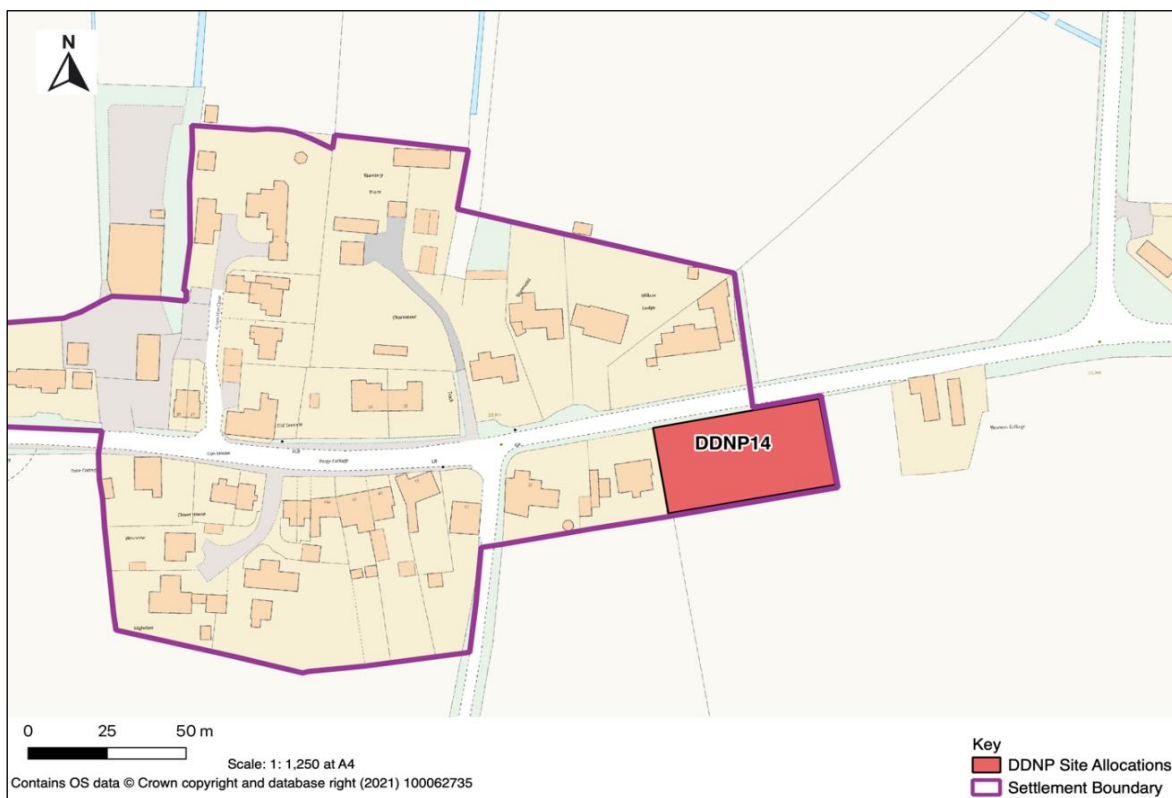
POLICY DDNP13

This 0.61ha site is allocated for residential development, accommodating approximately 9 homes. Development will be expected to address the following specific matters:

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

DDNP14

Land south of the B1118, Lower Oakley



Map 11 Allocation in Oakley

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

POLICY DDNP14

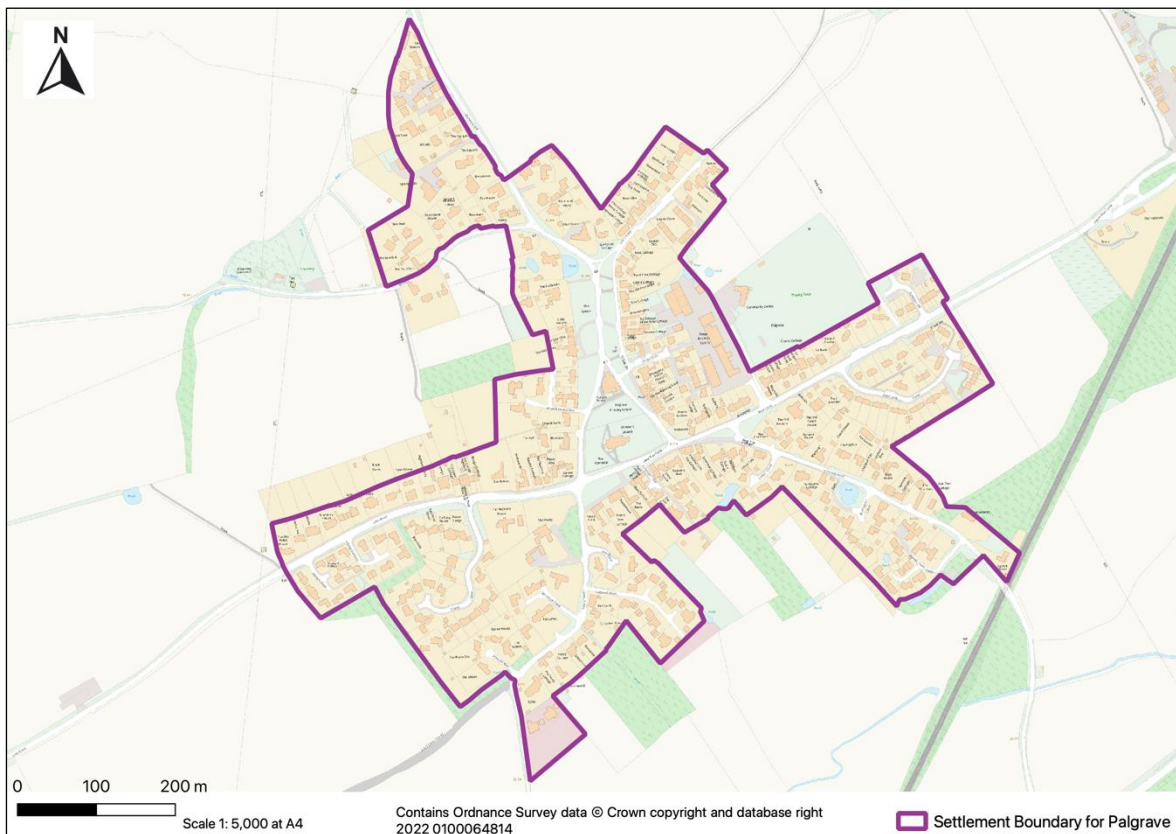
This 0.15ha site is allocated for residential development, accommodating approximately 3 homes. Development will be required to address the following specific matters:

- a) **Set out in a heritage statement how the development will mitigate any impacts on the nearby Grade II listed Weaver's Cottage, with this to include a buffer along the eastern boundary of the site; and**

- b) Programme of archaeological investigation will be secured prior to development commencing, given the potential recorded in the Historic Environment Record.

6.8 ALLOCATIONS IN PALGRAVE

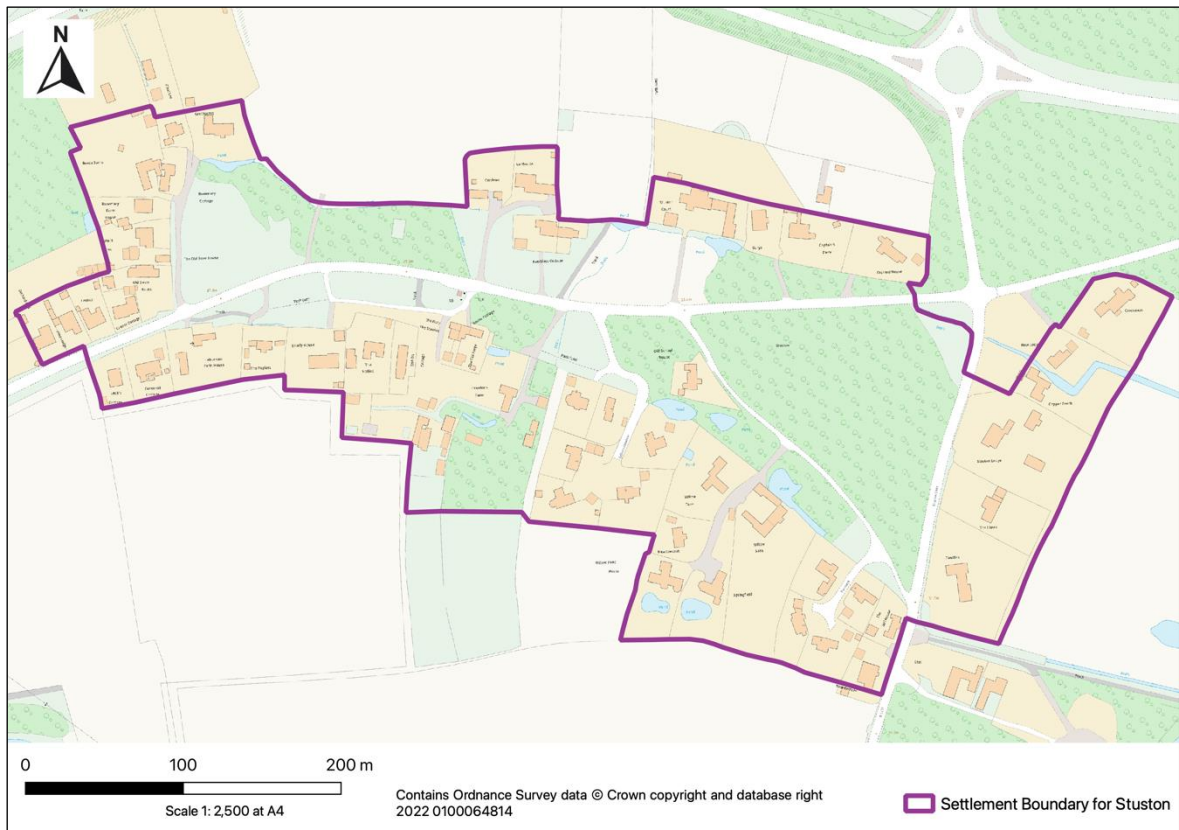
155 The DDNP is not making any allocations in Palgrave but does revise the current settlement boundary defined in the MSLP. The settlement boundary defined in Map 12 reflects recent development and aligns with the boundary presented in the Regulation 19 version of the JLP. The JLP has since been proposed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



Map 12 The settlement boundary in Palgrave

6.9 ALLOCATIONS IN STUSTON

156 The DDNP is not making any allocations in Stuston but does reintroduce a settlement boundary, which was removed in 2008 when the MSCS was adopted. The boundaries align with those presented in the Regulation 19 version of the JLP, which has since been proposed to be split into two parts. Part 1 is proposed to contain the majority of strategic policies and development management policies, with current settlement boundaries saved from the 1998 MSLP, as amended by the 2008 MSCS. This effectively leaves Stuston without a settlement boundary.



Map 13 The settlement boundary in Stuston



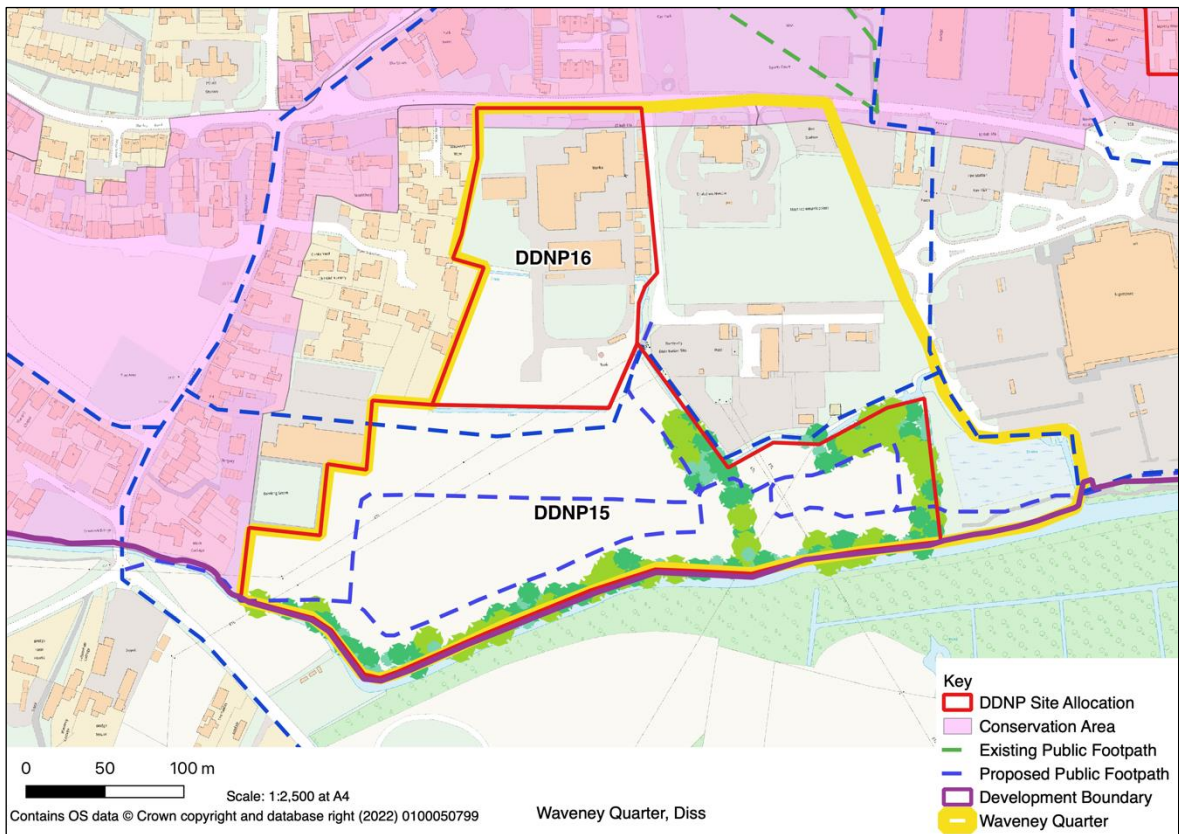
6.10 REGENERATION OF THE WAVENEY QUARTER, DISS

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

POLICY 2 – Regeneration of the Waveney Quarter

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

- a) **Given its proximity to the River Waveney corridor opportunities should be taken to enhance biodiversity and strengthen ecological networks. Creative and innovative design that is sensitive to its location near to the riverside and Conservation Area will be expected.**
 - b) **Proposals that strengthen connectivity between this area and the town centre will be considered favourably. Opportunities to enhance the permeability of pedestrian and cycle links within the Waveney Quarter are encouraged. All development will be expected to integrate well with the surrounding network of pedestrian and cycle links.**
 - c) **Sensitive residential development that is proportionate to the area will be permitted.**
 - d) **This area is underlain by safeguarded mineral resources therefore Policy CS16 (or any successor policy) of the Norfolk Minerals and Waste Core Strategy (NMWCS) applies to planning proposals.**
-



Map 14 Waveney Quarter – allocations south of Park Road

161 Two sites are allocated to support regeneration of the Waveney Quarter:

SITE REF	SITE	ALLOCATED FOR	APPROXIMATE SIZE (HA)	NO. OF HOMES
DDNP15	Land off Park Road, Diss	Open space and residential	4.6	10
DDNP16	Feather Mills Site, Park Road	Leisure Centre and residential	2.21	12

DDNP15

Land off Park Road, Diss

162 The allocation comprises a site allocated in the SNLP. The principle of development is already accepted, and it is expected that development will take place within the DDNP timeframe, which mirrors that of the emerging GNLP.

163 This allocation is central to the vision for this part of Diss, with the key focus on improving amenity, green space and links with the river valley. Its development is a key component of enhancing the leisure offer in Diss and creating a more attractive link between the town and the river valley.

164 A certain amount of enabling housing growth is considered acceptable, though more may be accommodated subject to sensitive design and layout being achieved that takes account of the proximity to the River Waveney and Conservation Area.

165 The site is located on the A1066 Park Road, the main east-west road through Diss. Pedestrian access across Park Road to/from the town centre on the existing crossing needs improvement, as crossing safely can be difficult due to the volume of traffic.

POLICY DDNP15

This 4.6ha site is allocated for leisure, open space and residential development, accommodating approximately 10 homes. The development will be expected to address the following specific matters:

- a) Scheme design must be sensitive to the adjacent Conservation Area and River Waveney with any built development element delivered as far away as possible from the river corridor;**
- b) It must deliver an area of open space and habitat improvement for local wildlife. This should enhance the function of the adjacent green corridor and buffer the river corridor;**
- c) Facilitate the provision of a riverside walk to join the existing riverside walk which currently runs past both Morrisons and Tesco and connects to 'The Lows' leading to Palgrave;**
- d) Expand provision of the footway/cycleway across the site frontage;**
- e) Include connectivity between DDNP15 and DDNP16;**
- f) The homes must be located in Flood Zone 1 (taking into account reprofiling of the site), must be well related to existing development and closely related to each other (isolated properties will not be permitted). These homes must be designed and sited sensitively to reflect their position in the river valley and proximity to the Conservation Area;**
- g) Development will incorporate opportunities to improve surface water run-off rates, particularly in the creation of new site access and egress points where there is known high surface water flood risk on adjacent roads; and**
- h) Wastewater infrastructure capacity must be confirmed prior to development taking place;**
- i) Measures are in place to mitigate against noise emitted from the adjacent electricity substation; and**
- j) Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy (NMWCS)* applies, as this site is underlain by safeguarded mineral resources.**

The adjacent allocation, DDNP16, is the preferred site for the new Diss Leisure Centre. If the Diss Leisure Centre is relocated elsewhere, other commercial, business and service uses as defined within Class E of the *Use Classes Order 1987 (as amended)* would be acceptable on this site.

DDNP16

The Feather Mills Site, Park Road, Diss

- 166 This is the preferred site for the new Diss Leisure Centre. It is highly sustainable as it is within close proximity to the town centre, good walking and cycling links (including the new riverside) and the bus station.
- 167 The allocation is adjacent to DDNP15 above and is an important part of delivering the vision for the Waveney Quarter. It is adjacent to the Conservation Area and Diss Park and the Mere lies just a short distance away. The site also lies nearby Morrisons supermarket, an electricity sub-station and the town centre.
- 168 It is on the A1066 Park Road, the main east-west road through Diss. Pedestrian access across Park Road to/from the town centre on the existing crossing needs improvement, as crossing the road safely can be difficult due to the volume of traffic.
- 169 Given its sensitive location adjacent to the Conservation Area, development proposals will need to pay particular attention to design. This site was allocated in the SNLP and is carried forward in the DDNP.

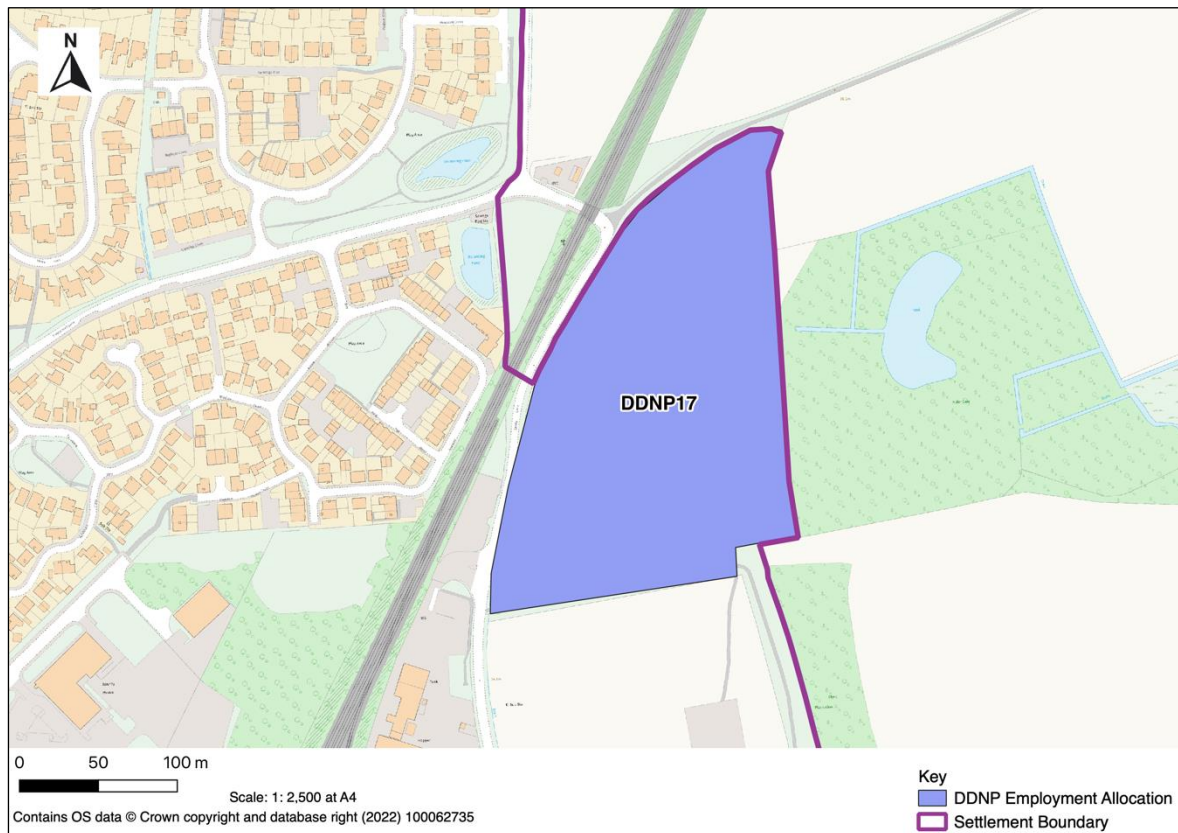
POLICY DDNP16

This land amounting to some 2.21ha is allocated for leisure and housing, with any housing only constituting a small (no more than 25% of the area) proportion of the site. The developers of the site will be required to address the following specific matters:

- a) This is the preferred site for the new Diss Leisure Centre
 - b) Any residential uses must be concentrated along the western boundary (adjacent to existing housing);
 - c) Scheme design must be sensitive to the adjacent Conservation Area and River Waveney;
 - d) Public access to allowed through the site to DDNP15;
 - e) Improvements must be made to the existing pedestrian crossing on the A1066 Park Road;
 - f) Contribution made towards green infrastructure provision at DDNP15 (including habitat creation along the River Waveney);
 - g) Potential for contamination on the site must be assessed (and managed appropriately if any contamination found);
 - h) Impacts on TPO trees on Park Road are avoided;
 - i) Measures to be in place to mitigate against noise emitted from the adjacent electricity substation; and
 - j) Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy* (NMWCS) applies, as this site is underlain by safeguarded mineral resources.
-

6.11 EMPLOYMENT GROWTH

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



Map 15 Employment allocation north of Diss Business Park

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

DDNP17

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

POLICY DDNP17

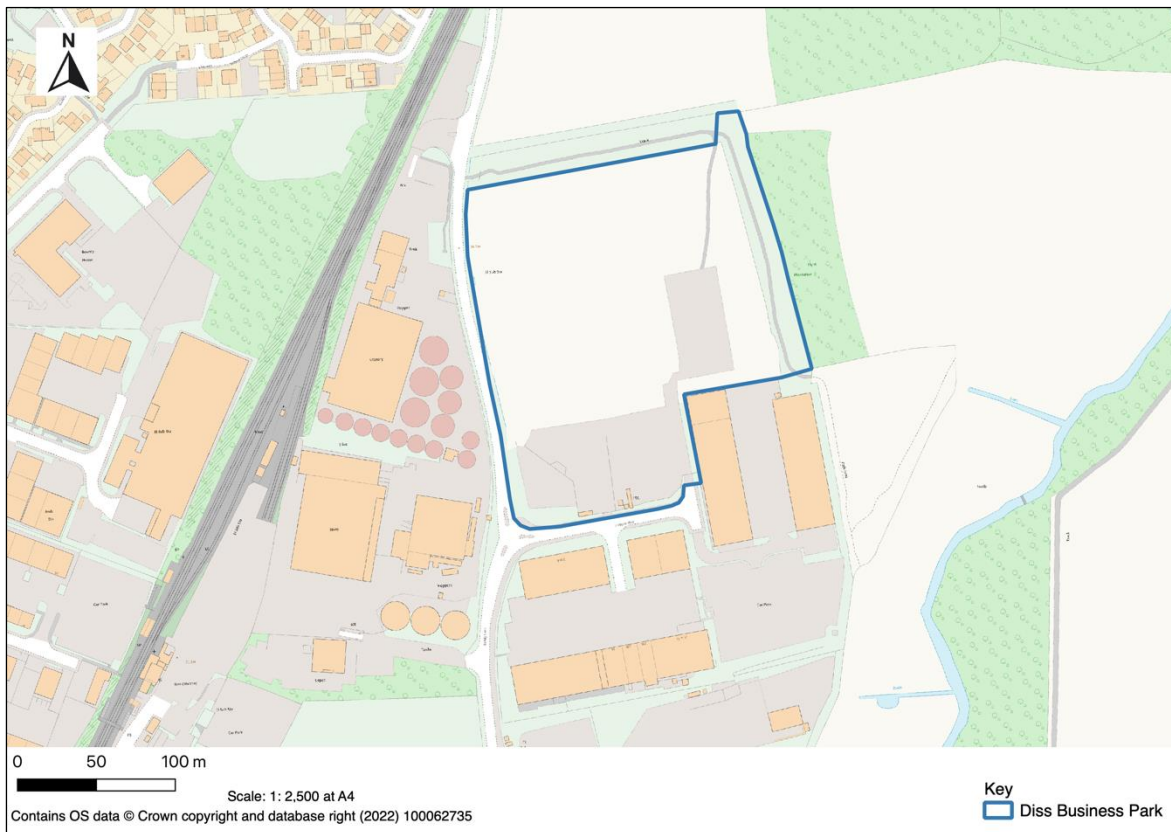
This 4.22ha site is allocated for employment uses in Classes B2 and B8. The development will be expected to address the following specific matters:

- a) Development is restricted to use Classes B2 B8;**
- b) Provide walking and cycling links along the western boundary of the site in accordance with the DDNP cycle network (Map**

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

Diss Business Park, Hopper Way, Diss

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



MAP 16 Diss Business Park

POLICY 3 - Diss Business Park

Development or redevelopment at Diss Business Park will need to meet the following:

- a) Development is restricted to uses B2 (General Industry), B8 (Storage and Distribution), E(g) (Offices, Research and Development and Industrial Processes) and other appropriate employment related development;**
 - b) Any development proposals will need to take a coordinated approach to the delivery of footway/cycle infrastructure with the adjacent DDNP17 employment allocation;**
 - c) Protect and enhance the function of the nearby Green Corridor (see Map 17) and Frenze Beck County Wildlife Site, demonstrating how any significant harm to wildlife using this will be mitigated to accord with Policy 8: Green Corridors and Biodiversity Enhancement.**
 - d) Policy CS16 (or any successor policy) of the Norfolk Minerals and Waste Core Strategy (NMWCS), as this site is underlain by safeguarded mineral resources.**
-

6.12 HOUSING MIX

- 173 Paragraph 61 of the NPPF requires plans to have policies that meet the housing needs of different demographic groups, such as older people, people with disabilities, self-builders, people wishing to rent and families.
- 174 Policy 4 in the *Joint Core Strategy* for Broadland, Norwich and South Norfolk (JCS) requires developments to comprise a mix of housing to meet the needs of the area. Policy 3.1 of the SNLP sets out that, “All housing proposals should help contribute to a range of dwelling type and bed spaces to meet the requirements of different households, as identified through the current Strategic Housing Market Assessment.”
- 175 Policy CS9 in the MSCS requires proposals to provide a mix of housing to meet different needs.
- 176 Looking at the evidence shown in the HNA, it suggests that the housing profile of the Plan area is different from that in much of South Norfolk and Mid Suffolk, with proportionately more terrace properties and flats, many of these situated in Diss.
- 177 The age profile is broadly similar to that of South Norfolk, though there is a slightly higher proportion of older people, and this is increasing over time. By 2036, people aged over 65 will be the single largest group in South Norfolk and Mid Suffolk. The existing housing stock of smaller dwellings would appear to cater well for this, enabling older people to downsize their homes if they so wish. On the other hand, there is a large and increasing proportion of families with non-dependent children, which could indicate difficulties experienced by younger people in buying locally or remaining in the area, which perhaps indicates a need for additional smaller dwellings to help younger adults get on the housing ladder.
- 178 Analysis completed as part of the HNA indicates that the housing stock could usefully include proportionately fewer properties with two bedrooms and four or more bedrooms, and more properties with one bedroom or three bedrooms.
- 179 There is also a significant need for many new homes to be available to rent to cater for new households. National policy and legislation also aim to support people wishing to build their own home.
- 180 Further analysis is provided in the *Evidence Base* that accompanies this Plan. Earlier consultations found strong support across the area for a housing mix policy to meet local need as reflected in the HNA, including homes for rent and support for self-builders.

POLICY 4 - Housing Mix

All new residential development proposals should provide a mix of housing types and sizes or show that they are meeting specific housing needs. In particular, proposals should demonstrate that they are:

- a) Supporting the need for one and three bedroomed homes;**
- b) Helping to meet the needs of an ageing population by including housing that is suitable for older people; and**

- c) Providing housing that is suitable for younger people, enabling them to have a home of their own.
 - d) This applies to all housing on an application site taken as a whole, including both open-market and affordable housing combined. This will need to be met unless a different mix is fully justified on the grounds of viability or evidence of local housing need.
 - e) Support will be given for smaller 2 and 3 bedroomed homes that are adaptable (built to optional M4(2) standards), to meet the needs of the ageing population, without excluding the needs of the younger buyers and families.
 - f) Proposals for homes to be built for private rent will be supported.
 - g) Proposals that would make a proportion of serviced dwelling plots available for sale to self-builders or custom builders will be supported where in compliance with other policies in DDNP. Major residential developments will be expected to provide 5% self or custom build properties on site through the provision of serviced plots unless this can be satisfactorily demonstrated to be unfeasible. Once completed and available for development, the serviced plots should be marketed for a period of not less than 12 months. If following this period any of the 64 serviced plots remain unsold they may be built out by the developer.
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181 Although a mix of housing as set out in Policy 4 will be expected, it is recognised that with building conversions it might not be possible to meet the size requirements as it could be constrained by the existing building fabric. Furthermore, some proposals will primarily aim to provide for a particular housing need rather than a mix. All proposals should have due regard to the latest HNA.



6.13 AFFORDABLE HOUSING

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

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

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

POLICY 5 - Affordable Housing

The relatively high need for Social Rent homes in the Neighbourhood Plan area will need to be a significant consideration when negotiating and agreeing the tenure mix for new affordable housing. Future provision should focus on Social Rent rather than other Affordable Rented housing where possible.

Provision will also need to ensure a sufficient supply of smaller dwellings, notably one-bedroomed dwellings.

Shared Ownership should be preferred over discounted homes for sale. Where the latter is provided, the discount required will need to take into account the lower affordability in the DDNP area.

- 193 The LPAs should have regard to the latest HNA when negotiating and agreeing the tenure mix of new affordable housing provision.
- 194 The housing number or site area threshold that triggers the need for affordable housing to be provided is set out in national planning policy and guidance, and the proportion of homes that need to be provided as affordable homes, once this is triggered, is currently contained in the local plan, and so there is no need to have anything on those aspects in a DDNP policy.
- 195 However, the HNA is useful evidence reflecting local need and this can be used when deciding on the type of affordable housing needed on any site.

COMMUNITY ACTION 1 - Affordable Housing Cascade

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

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

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

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

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

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

6.14 DESIGN



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

- 199 Chapter 12 of the NPPF requires plans to have design policies that have community support and pick up the defining characteristics and historic character of the area. Design covers not just appearance but how a place functions. National policy encourages innovative design with high levels of sustainability. Housing density is a key part of design. Paragraphs 122-123 of the NPPF discourage low densities as a poor use of land, but densities also need to be in keeping with the local character, and so this is often a balance.
- 200 Policy 2 of the JCS promotes high quality design, including having due regard to the use of traditional materials, the setting, historic character, and landscape. Policy CS3 of the MSCS also covers this. Policy DM3.8 of the SNLP includes a number of design considerations, including sustainable access, internal space standards, complementing and integrating with the local area, high quality, locally distinctive, master planning for large developments, respecting local landscape, reducing crime and anti-social behaviour, landscaping and retaining important existing natural features, and providing parking spaces which do not dominate the street scene.
- 201 Important as these are, they are quite general considerations. Good design will vary between places because of the different local characters, and so it is important to consider the local context. SNC has its own detailed Design Codes in its 2012 *Place*

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

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

⁸ [South Norfolk Place Making Guide](#)

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

POLICY 6 – Design

New development within Diss and District that demonstrates high-quality design will be supported. High quality design is defined by:

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

makes an efficient use of land whilst responding sensitively and sympathetically to the local character in the immediate area, with this being especially important on the edges of the villages and the transition to open countryside; and

- f) Housing density outside of Diss should aim to achieve 25 dwellings per hectare, which is in keeping with the prevailing rural character of the area, unless it can be demonstrated that this significantly harms viability or is at odds with the local character of the immediate area.**
- g) Securing high density residential development in and around Diss town centre.**
- h) All new development will be expected to demonstrate that it is minimizing energy consumption by means of layout, orientation, massing and landscaping.**
- i) In all cases, an exceptional standard of design will weigh significantly in favour of proposals, especially in terms of high standards of energy efficiency. Design of poor quality will not be supported.**
- j) Reference should be made to the Diss & District Design Code at all stages of the decision-making process.**

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

⁹ [Manual for Streets](#)

¹⁰ [Secured by Design](#)

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

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

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

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



7 GROWTH AND INFRASTRUCTURE POLICIES

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

Transport	<ul style="list-style-type: none"> • Measures to help reduce vehicle speeds through the villages • Improved walking and cycling infrastructure, especially as part of the identified network • Improved road infrastructure and capacity, especially on the A1066 through Diss such as the Morrisons junction • Improvements where necessary to adjacent Public Rights of Way
Community facilities	<ul style="list-style-type: none"> • A new Leisure Centre in Diss, with the preferred location identified at the Feather Mills site, south of Park Road (Allocation DIS 7)
Green infrastructure	<ul style="list-style-type: none"> • Improvements to designated Local Green Spaces; and • New habitat to achieve a net gain in biodiversity and develop Green Corridors
Digital	<ul style="list-style-type: none"> • Better broadband

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

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



7.1 FLOOD AND WATER MANAGEMENT

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

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

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

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

harvesting and storage or green roofs and walls.

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

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

POLICY 7 – Surface Water Management

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

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

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

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

To mitigate against the creation of additional impermeable surfaces, there should be attenuation of greenfield (or for redevelopment sites as close to greenfield as possible) surface water runoff rates and runoff volumes within the development site boundary. These measures will be required unless the developer can provide justification to demonstrate that it is not practicable or feasible within the constraints or configuration of the site.

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

COMMUNITY ACTION 2 - Maintenance of Drainage Ditches

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



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

7.2 GREEN INFRASTRUCTURE

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

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

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

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

to improve or create habitat arise adjacent to or just outside of the corridors.

255 In terms of how they should be considered in the planning process, however, the corridors identified in Map 1 should be considered a focus for protection and enhancement as set out in Policy 8 unless formal updates are provided as part of monitoring or reviewing this Neighbourhood Plan. Note that the corridors shown in Map 17 do not all stop at the DDNP boundary because ecological connectivity does not accord with administrative boundaries. Policy 8, however, relates specifically to the DDNP area.

POLICY 8 – Green Corridors and Biodiversity Enhancement

The management, enhancement, and creation of wildlife habitats within the green corridors identified in Map 13 is a key priority. These will be a focal point for local conservation to create a more joined up Green Infrastructure Network and where possible increased public access, helping people to experience wildlife first-hand. There will be a key focus on working with local landowners.

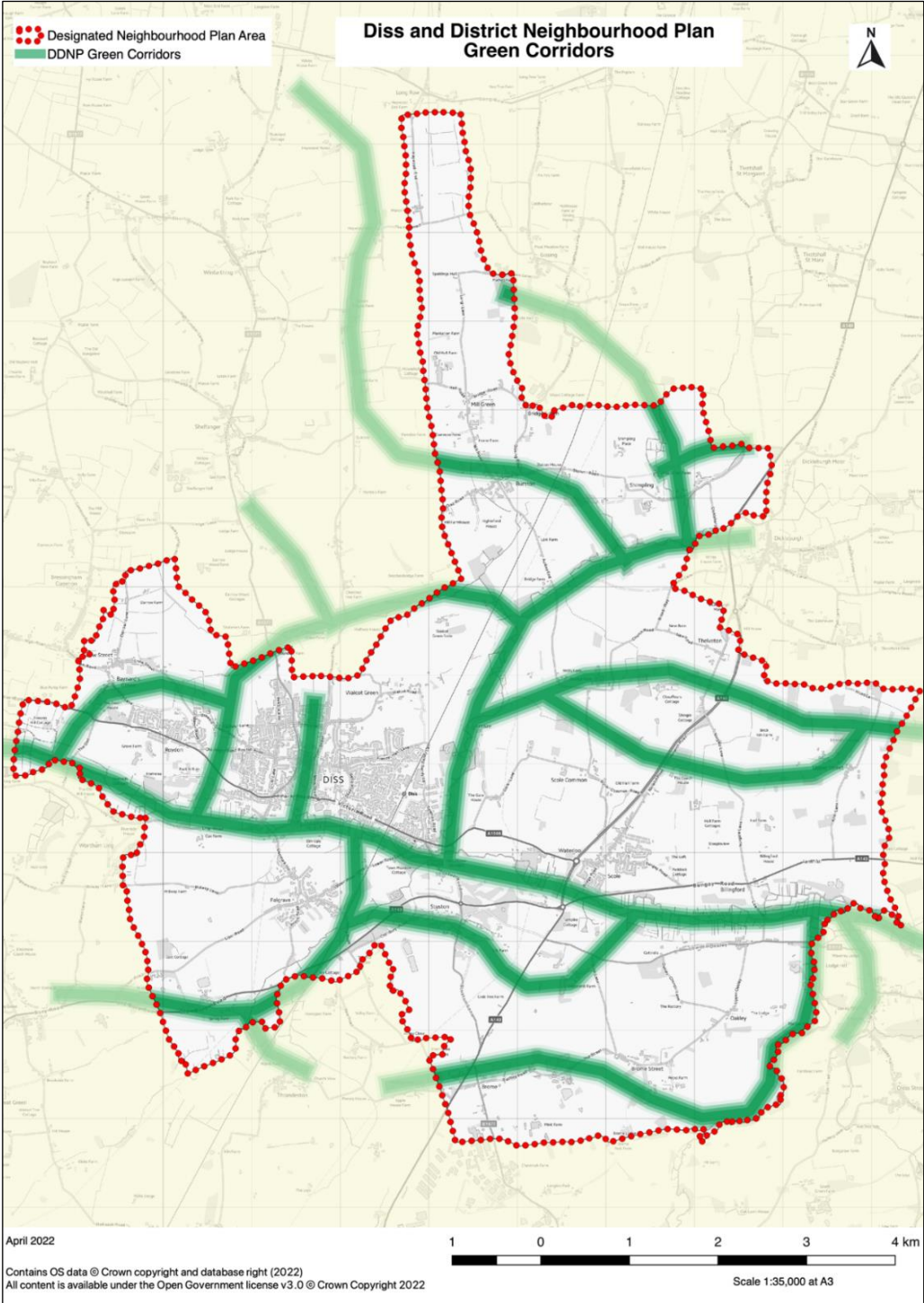
New development proposals must recognise the identified green corridors (shown in Map 17). Proposals for new development within or adjacent to a green corridor must deliver measurable net gains in biodiversity which exceed national or local policy requirements or deliver qualitative improvement to the corridor. This should relate to quality of habitat or its ability to facilitate movement of fauna or flora.

Proposals in the vicinity of green corridors must maintain and where possible enhance the function of the corridor and demonstrate how they will mitigate any significant harm to wildlife using it. Harm is likely to be caused by the introduction of barriers, such as housing, roads, hard landscaping and artificial lighting, or the re-direction of water sources or water courses.

All developments in the DDNP area must maximise habitat opportunities, making provision for local wildlife (for example, incorporating of bird boxes, swift bricks and bat boxes into structures and natural features) and promoting the freedom of movement of wildlife through development sites (for example, incorporating hedgehog highway gaps in barriers between gardens). Existing natural features of a site should be retained. These include existing hedgerows, trees, water courses and water bodies. Applications will be required to be accompanied by an ecology report that demonstrates how habitat opportunities will be maximised and retained.

256 Policy 8 aligns with national requirements set out in the Environment Act (2021) which requires biodiversity net gain to be achieved through the planning process. Until national requirements and guidance on measuring biodiversity net gain is released, the latest

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



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

7.3 TRAFFIC

- 257 The impact of traffic is a cause for concern across the neighbourhood plan area. In the rural villages and along some country lanes speeding is a common issue that affects quality of life and people's perception of safety. Rat-running is also an issue on certain streets in the villages, with people aiming to avoid busier roads through Diss. These issues will impact upon people's travel choices and may put some people off walking or cycling, which is the opposite of what we want to encourage, see Section 7.4 for further information on this. Some of the villages have community speedwatch or vehicle activated signs to help slow traffic, which have been met with varying success.
- 258 In Diss, road traffic congestion is an issue within the town centre and along the A1066. Traffic modelling for Norfolk County Council's *Diss Network Improvement Strategy* (DNIS)¹⁶ shows that this will increase as a result of housing growth. This is a significant cause of concern, particularly where the historic character of Diss may be compromised, as it already has been in some areas including Victoria Road. This has been a key factor in determining the growth strategy for the Neighbourhood Plan as a whole. Consideration has been given not only to where housing will be delivered but the scale of growth on each site. The modelling showed that an additional 300 new homes in Diss town centre will result in a 1% increase in traffic at peak times. Whereas, large scale growth (2,000 homes modelled) to either the north or south of the town, even if it were to provide a link road, would significantly worsen traffic conditions within the town. Our approach has been to distribute growth more evenly across the town as a whole, making use of brownfield sites in the town centre where possible. See Section 6 for further details on the housing site allocations.
- 259 A series of measures to improve traffic flow through Diss are identified in the DNIS. This includes improvements to the A1066 Morrisons Roundabout Junction which is currently the most constrained junction. These improvements are very much needed to support the planned growth in the DDNP and surrounding area, and Policy 9: Road Traffic Improvements requires that they are delivered in advance of significant growth. It is anticipated that improvements will be delivered through County Council infrastructure funding or Parish Partnership Funding, with remaining schemes delivered through associated growth. There is an expectation that given the historic nature of Diss, road traffic measures and engineering solutions will be designed sensitively to fit with their surroundings.
- 260 The majority of traffic on the roads in Diss is related to the town. The DNIS includes the results of a recent study using automatic traffic counters placed at key radial routes, which indicated that 17% of traffic is travelling through Diss to get elsewhere. This shows that through traffic is not a particular issue and therefore investment in a link road to either the north or south of the town would not represent good value for money.
- 261 In terms of other constraints, a study undertaken in the last five years by Diss Town Council does not indicate that public car parking is a particular issue. Similarly, analysis of

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

road traffic collisions has not identified road safety to be a particular concern, though there are areas of the town where interventions could be considered.

- 262 Paragraphs 108 and 109 of the NPPF are concerned with highway safety and network operational efficiency. Policy DM 3.11 of the SNLP generally reflects national policy and there is no need for the DDNP to repeat this.

POLICY 9 – Road Traffic Improvements

Engineering solutions to improve capacity at key junctions, in line with the Diss Network Improvement Strategy, will be delivered prior to the cumulative impacts of growth becoming severe. This includes improvement to the Morrisons Roundabout on the A1066.

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

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

COMMUNITY ACTION 3 - Village Traffic Speeds

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



7.4 WALKING AND CYCLING NETWORK

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

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

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

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

- 270 Residents are ambitious about improving walking and cycling links within the DDNP area to support accessibility and promote healthier lifestyles. A new walking and cycling network (see Maps 18 and 19) that is safe and efficient will be developed over the plan period. As well as delivering key improvements within Diss town centre, the network will enhance connectivity between communities, link key services and employment locations and encourage more people to walk and cycle for essential trips. The network has been developed based on feedback received from almost 1,000 residents across the plan area. This includes responses received to questions about links from Diss into the surrounding villages. Significant investment is required to deliver improvements to the network. This will be a key focus for investment derived from housing growth that is delivered within the plan area.
- 271 A new Riverside Link, is envisaged south of Park Road in Diss. This will become an integral part of the walking and cycling network connecting nearby villages and enhancing recreational links with the town. The link is an important part of regenerating the south side of the town; it will be delivered as part of the regeneration of the Waveney Quarter and allocations DDNP15 and DDNP16.
- 272 The improvements listed in Map 18 to be delivered in Diss town centre were largely taken from the DNIS. They were prioritised as part of a consultation activity in summer 2020, with all respondents to a survey asked to identify their top five priorities. 622 individuals from across the Plan area fed into this prioritisation exercise, providing good evidence of public opinion. 52% of respondents also agreed that Diss town centre needed to be more pedestrian friendly, making it easier and more pleasant to walk around.
- 273 In alignment with Policy 8 on Green Corridors, there will be a focus on creating a greener walking and cycling network. Depending on the route and feasibility of different options, this may involve adjacent habitat creation, tree planting, hedgerows and planting of wildflowers. This will not only have wellbeing benefits for people walking and cycling but enable these routes to become corridors for wildlife such as small mammals and birds.
- 274 During the consultation exercises a key theme to emerge was around maintenance of existing footways, footpaths and cycleways. Common issues include overgrown hedges, impassable and boggy paths during winter months and poor signage making it difficult to navigate.

POLICY 10 – Walking and Cycling Network

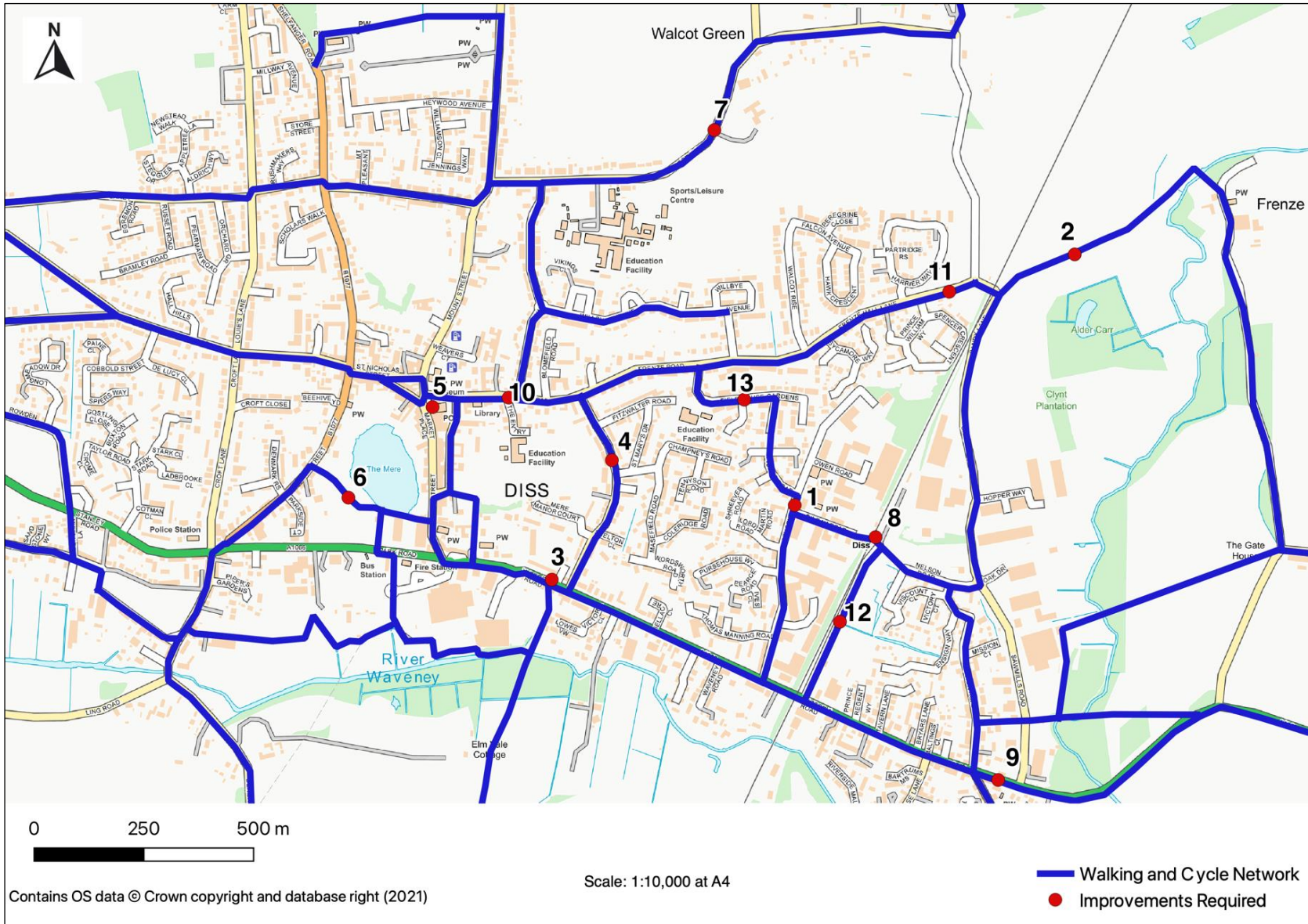
Improvements to walking and cycling infrastructure will focus on developing the network identified in Maps 18 and 19. Sources of funding will include direct contributions from developers as part of on/off-site highway works and Community Infrastructure Levy. Opportunities to secure funding from elsewhere will be sought to complement this. The delivery of safe off-road walking/cycle routes as part of development proposals will be considered a benefit.

New cycle infrastructure will be required to be high-quality and safe, designed in accordance with latest government guidance, including Cycle Infrastructure Design (LTN 1/20) or updated versions of this.

Every effort will be made to create a green walking and cycling network that is beneficial to both people and wildlife.

COMMUNITY ACTION 4 - Care of Walking and Cycle Routes

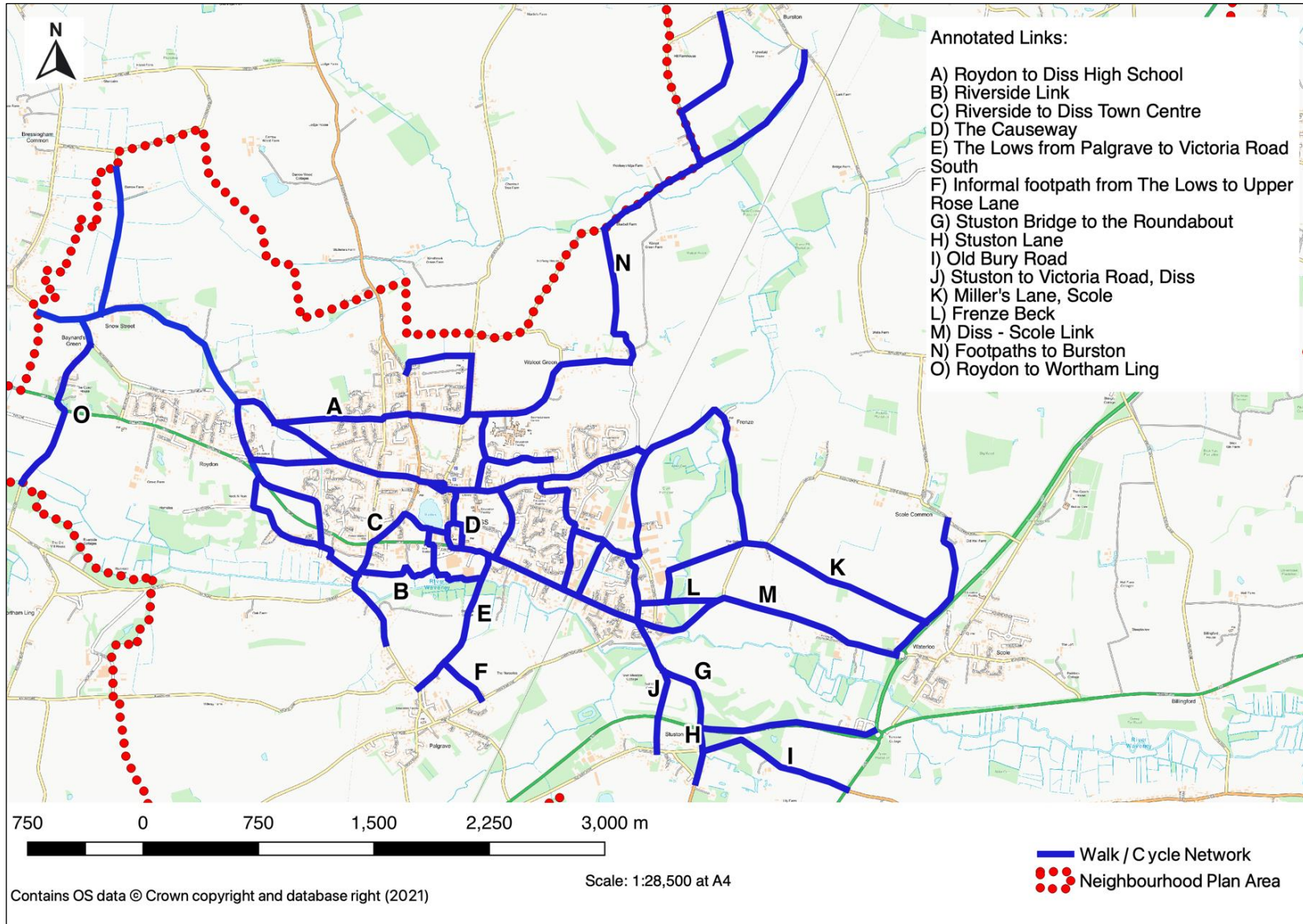
The Parish Councils will work with other agencies to ensure effective management of the walking and cycling network, in particular coordinating regularly cutting back vegetation where it infringes on the width of paths.



MAP 18 Walking and cycling network routes, and improvements, Diss, Diss

KEY TO MAP 9 ON PREVIOUS PAGE

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



MAP 19 Rural walking/cycling networks

Code	Link	Notes including required improvements
A	Roydon to Diss High School	A direct route from the main housing area of Roydon to Diss High School.
B	Riverside Link	New route with huge amenity potential to be delivered as part of allocations DDNP15 and DDNP16.
C	Riverside to Diss Town Centre	Most of this is already in place – existing piece of riverside path (needs improvement for dual use) – Morrisons access road – the bottlebank link to Victoria Road – then widen short piece of pavement to existing A1066 crossing – then widen existing paths through the park to Mere’s Mouth.
D	The Causeway	An existing dual use path that links Victoria Road (north and south side extension) to the town centre. Needs upgrading and removal of barrier on cycleway.
E	The Lows from Palgrave to Victoria Road South	An existing dual use path that links Victoria Road (north and south side extension) to the town centre. Needs upgrading and removal of barrier on cycleway.
F	Informal Footpath from The Lows to Upper Rose Lane	To be registered as a footpath.
G	Stuston Bridge to the Roundabout	Considerable public support for a new footpath/cycleway.
H	Stuston Lane	Resident support for a footway, especially from School Lane to Rectory Lane to support community use of church.
I	Old Bury Road	A popular walking and cycling route. Improvements needed at the crossing point of the A140 to enable safe cycle crossing.
J	Stuston to Victoria Road, Diss	From Stuston village, crosses A143 to cottages by Golf Club. Unsatisfactory verge needs surfaced pavement from Golf Club to Stuston Bridge to enable safe approach to the town.
K	Miller’s Lane, Scole	Existing footpath (and rough cycleway) from Scole to Diss Business Centre.
L	Frenze Beck	Possible options for a new footpath via Frenze Beck to connect with either Millers Lane or alternative route to proposed F3.
M	Proposed Diss – Scole footway /cycleway along the A1066	A new route to be created in the field alongside the A1066, very well supported to replace existing roadside path.
N	Footpaths to Burston	Possible options for a new footpath via Frenze Beck to connect with either Millers Lane or alternative route to proposed F3.
O	Roydon to Wortham Ling	The route between Hall Lane and Doit Lane is currently unsafe to use. There needs to be a footway/cycleway created on the south side of the A1066 (possibly across the corner of the field) to connect the two roads. A reduction in the speed limit on the A1066 from 50 mph to 30 mph is needed here.

TABLE 4 Notes, including required improvements to parts of the rural walking/cycling networks indicated in Map 19

7.5 LEISURE CENTRE

- 275 The current Diss Leisure Centre on the A1066 Victoria Road dates back to the old open-air swimming lido. It was taken over by SNC in 1974 and a roof added to the pool in the 1980s. It remains predominantly a wet-facilities centre today. The size of the site has constrained the expansion of other facilities, and although located near to Diss town centre, limited parking has affected its usage.
- 276 The *Greater Norwich Indoor Sports Facilities Strategy* (2014)¹⁹ identifies that to meet the demand and requirements of the sports users, improvements are needed to current leisure provision in the Diss area. This includes provision of a four-court sports hall and artificial grass pitch. The last major investment in the leisure centre was around five years ago, with modest investment made more recently to improve the changing rooms.
- 277 SNC, which runs the leisure centre, plans to deliver a new state-of-the-art centre. It could be four or five years before work starts as alternative land is needed as the current site on Victoria Road is too small. Policy DDNP3 is therefore allocating it for high density housing.
- 278 The NPPF requires that *Local Plans* define a list of the main uses suitable for town centre location – the ‘main town centre uses’. These are defined as including: leisure and entertainment facilities, and the more intensive sport and recreation uses such as health and fitness centres.
- 279 The JCS provides for the major expansion of town centre uses in or adjacent to the town centre and the strengthening of the town centre’s smaller scale non-food and leisure provisions. Policy DM 2.4 (Location of the ‘main town centre uses’) in the SNLP supports the delivery of new leisure facilities in, or with good sustainable access to, town centres. Diss town centre is defined on the policies map in the SNLP.
- 280 A key objective of the DDNP is to maintain and improve the vitality of the town centre. The attractiveness and vitality of town centres depends on the mix of uses within them, and leisure is a key one. The DDNP therefore strongly supports the delivery of a new leisure centre in or with good access to the town centre.
- 281 Earlier consultation suggested that the main considerations for local people were avoiding land protected for nature conservation, preferably using brownfield land, ample parking and with good access for people wanting to walk or cycle. The first two of these are perhaps already covered by national and local policy.
- 282 A preferred location for the new leisure centre is identified in Section 6 Delivering Growth, as part of Allocation DDNP16, the Feather Mills site, south of Park Road. This is considered a highly sustainable site, adjacent to the town centre, close to the bus station and well located on the walking/cycling network. There is also ample space on this site to meet car parking needs. Delivering the leisure centre in this location is seen as an integral part of creating the Waveney Quarter and regenerating the south side of Park Road.

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

283 As with all allocations, there may be challenges in delivery. In light of this, the Plan includes Policy 11 which sets criteria for the location of a new leisure centre, should it not be possible to deliver this as part of DDNP16.

POLICY 11 – Diss Leisure Centre

The Neighbourhood Plan supports the relocation of the leisure centre by South Norfolk Council. The choice of location will need to enable:

- a) Good access for people choosing to walk or cycle, such as being on or adjacent to the cycling and walking network; and**
 - b) The site to accommodate the estimated vehicle parking need.**
-

284 Should it not be possible to deliver the leisure centre on the Feather Mills site, Diss Town Council will work proactively with South Norfolk Council to identify an alternative suitable site.



7.6 DIGITAL

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

POLICY 12 – Broadband

Developers must ensure broadband infrastructure is provided for new developments. To do this, they should register new sites with broadband infrastructure providers. Major residential developments and all employment developments which provide fibre to the premises for high connection speeds will be supported. For smaller schemes, the expectation is that fibre to the premises will be provided where practical. Where this is not possible, then non-next generation access technologies that can provide speeds of more than 24Mbps should be delivered.

7.7 FUNDING OF INFRASTRUCTURE

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

POLICY 13 – Funding and Delivery of Infrastructure

New major development must demonstrate that it will not overburden existing infrastructure and that capacity is available or can be made available to serve the development. This includes, but is not limited to, sewage and highways. Applications for major development must submit an infrastructure impact statement which assesses the impact of the proposed development on local infrastructure.

Funding from the Community Infrastructure Levy provided to the parish councils will, where reasonable, be spent on projects that either support and make more sustainable and acceptable the overall level of planned growth in the area of the DDNP, or that are otherwise identified community priorities. This will include, but is not limited to, the following:

- a) Further developing the Green Corridors including habitat enhancement;**
 - b) Delivery of a new leisure centre for Diss;**
 - c) Regeneration of the Waveney Quarter, south of Park Road in Diss;**
 - d) Priority projects on the walking and cycling network; and**
 - e) Traffic calming in the villages where speed of traffic is an issue.**
-

- 292 The 25% of CIL that will come to the parishes (including Diss Town) involved in the DDNP (once the plan is adopted or 'made') can be used to fund local infrastructure projects. This does not exclude contributing to the delivery of strategic infrastructure, if that is a

priority of the community. Neighbourhood plans have a key role in setting out project action plans for use of local CIL funding. Furthermore, project funding bids (whether for local or strategic infrastructure) are greatly enhanced by evidence of community support.

- 293 With regard to Policy 13, major development, such as that of ten dwellings or more, will be expected to submit a narrative with the planning application which sets out the impact on infrastructure, including any capacity constraints, and how any unacceptable impacts will be mitigated. This can be included within the Planning Statement or as a separate report or a series of separate reports. Evidence should be used, proportionate to the scale of the proposal.
- 294 In some cases, the growth proposed, either overall or on a particular site, will not be possible without improvements in infrastructure, particularly utility provision, and development may therefore need to be delayed until improvements are made.



7.8 RENEWAL OF DISS TOWN CENTRE



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

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

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

- 298 The area to the south of Park Road, along the River Waveney, is currently underused and there is significant potential to regenerate this area, making it a focal point for leisure and recreation, improving links between the town centre and the attractive Waveney Valley. (See Policy 2: Regeneration of the Waveney Quarter).
- 299 Diss town centre is very popular, especially for shopping. However, retail has been undergoing change for some time and the progression of internet shopping, accelerated by the Covid-19 restrictions, risks more empty shops. Policies DM2.4 and 2.5 in the 2016 SNLP cover support for town centres and controlling and managing any change of use. There are also policies in the NPPF on enhancing town centres. Furthermore, many changes of use are either not considered to be development or are allowed by permitted development rights.
- 300 A recent study²¹ for the emerging *Greater Norwich Local Plan* (GNLP) indicated that there was a need for more convenience retail within Diss town centre. There are currently three supermarkets within Diss: Aldi in the town centre and Morrisons and Tesco on the edge of the town.
- 301 Whilst town centre uses are covered by overarching local and national planning policies, the DDNP needs to support the vitality of the town centre in other ways. This includes managing road congestion caused by the planned growth. Road traffic congestion is an issue within Diss town centre and on the A1066; this could be exacerbated through housing development. Not all of this can be mitigated through highway improvements and so care is needed when deciding where growth goes and the scale of growth. The evidence seems to suggest that the Morrisons junction is over-capacity at the moment and will get worse with the planned growth and would require layout modification to improve its reliability and reduce the queuing (see Policy 9: Road traffic improvements).
- 302 Diss is a fairly compact market town meaning that its town centre is easily accessible by walking or cycling. The DDNP includes a walking and cycling network to help people get around and to the town centre without using a car (see Policy 10: Walking and Cycling Network).
- 303 Protecting town centre Local Green Space (see Policy 15) and Non-Designated Heritage Assets (see Policy 17) will also be important, as will supporting the Heritage Triangle.

COMMUNITY ACTION 5 - Town Centre Action Plan

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

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



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

304 The DDNP *Evidence Base* indicates that collisions involving pedestrians are concentrated mostly in the centre of the town. This concentration of collisions is consistent with there being a larger concentration of pedestrians in the area. If the DDNP is successful in encouraging more people to use and visit the town centre, and in particular to walk or cycle, it will be necessary to improve the walking and cycling environment, including making it safer and with less traffic conflict. It has therefore been decided that the DDNP will have a policy on making the town centre more pedestrian friendly.

305 This policy was put to local people in the earlier consultations. A majority of respondents (53%) were in favour of this (or 60% of those expressing a preference²²), whilst 40% were against. This is perhaps not a clear-cut matter and will require close working with the community and businesses as well as key stakeholders such as the Local Highway Authority.



²² Excluding those with no opinion

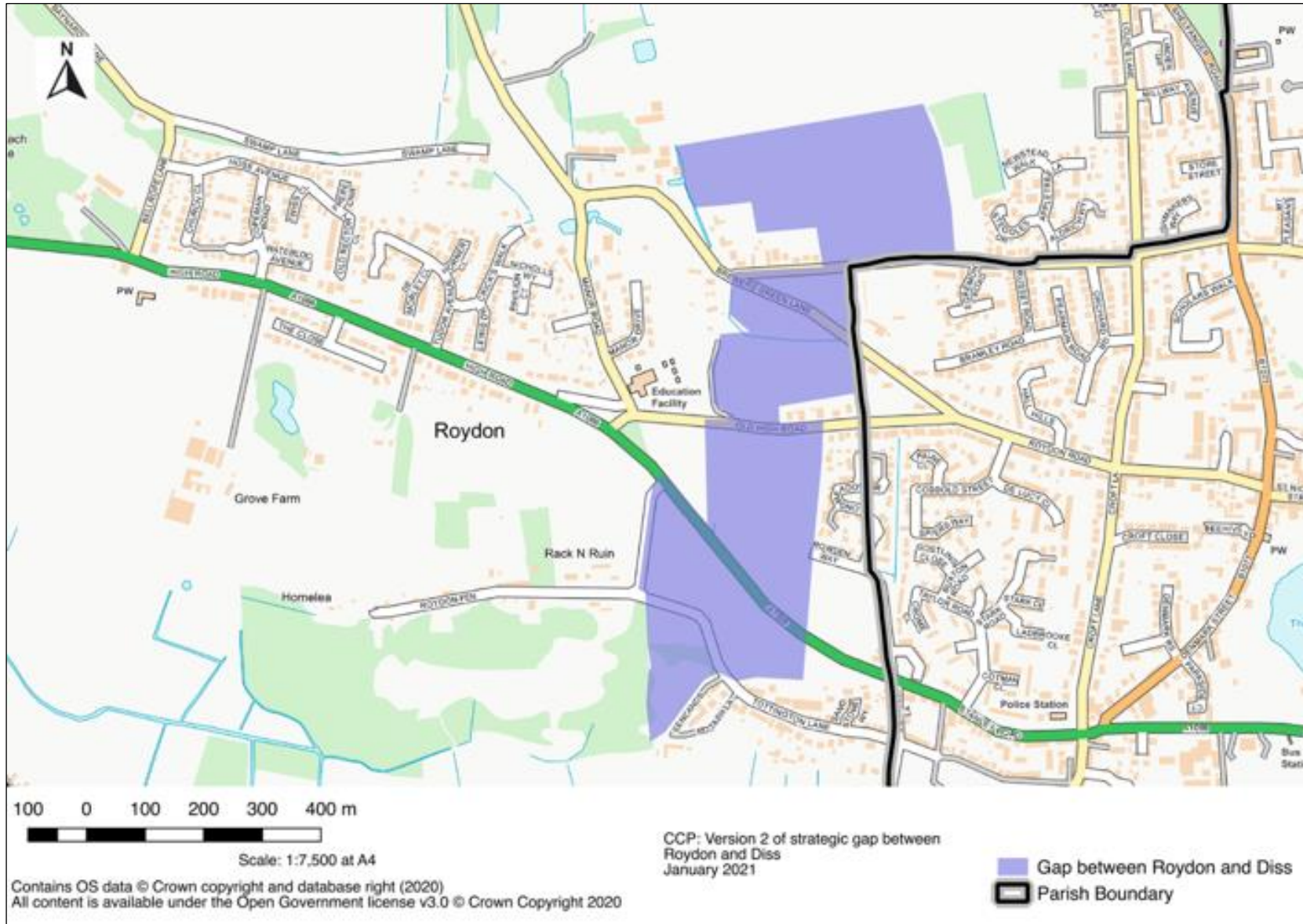
8 PROTECTION POLICY - PREVENTING COALESCENCE

STRATEGIC GAP BETWEEN DISS AND ROYDON

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

POLICY 14 – Strategic Gap Between Diss and Roydon

The area of separation identified in Map 20 between the built-up areas of Diss and Roydon village will be retained. Development that detracts from the open character or reduces the visual separation will not be permitted.



MAP 20 *The Roydon Gap*

9 PROTECTION POLICY - LOCAL GREEN SPACE



FIGURE 6 Roydon's Snow Street allotments, a highly valued asset in the community

- 316 The *National Planning Policy Framework (NPPF)* sets out that areas of land that are demonstrably special to the local community may be protected against development through designation as Local Green Space (LGS). These are often found within the built-up area and contribute to the character of a settlement. They can vary in size, shape, location, ownership and use.
- 317 The designation should only be used where:
- The green space is reasonably close to the community it serves;
 - The green space is demonstrably special to the community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife;
 - The green space concerned is local in character and is not an extensive tract of land.
- 318 A robust process has been followed to determine which green spaces across the DDNP area should be designated. A working group of residents from each parish was used to identify potential sites for designation. These were then mapped, visited and evidence gathered as to their current use, history, importance locally and special qualities.
- 319 Potential sites were reviewed to determine if, at a glance, they met the national criteria, with all those which did or may do put to consultation. Residents were asked to what extent they agreed that the green spaces put forward in their community were special to them, and if they had any specific comments as to why they are special. A benchmark of 80% of residents agreeing or strongly agreeing that the spaces were special to them was used as a guide to determine which of those consulted upon should be designated.
- 320 Any landowners affected by LGS designation were specifically contacted to make them aware of the potential implications and given the opportunity to provide their views. Though LGS can be designated without the express consent of the landowner, their views,

were considered through this process, and are captured in the *Consultation Statement*. Additionally, it is not necessary for LGS to be publicly accessible or in public ownership.

321 The DDNP designates 52 LGSs across the Plan area, these are identified in Maps 21-27. They are important not only for the wildlife they support, but provide significant quality of life benefits to residents, for example through encouraging recreation.

322 Many of these contribute to the distinctiveness of their local community, making it an attractive place to live. Support for the designation each of the LGSs can be found in the *Local Green Space Assessment Report* on the DDNP website. Justification for the scope and content of Policy 15 is given in Appendix B.

POLICY 15 – Local Green Space

The areas shown in Maps 12 to 18 are designated as Local Green Space for special protection. These will be protected from inappropriate development in accordance with Green Belt Policy, except for the following deviations:

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

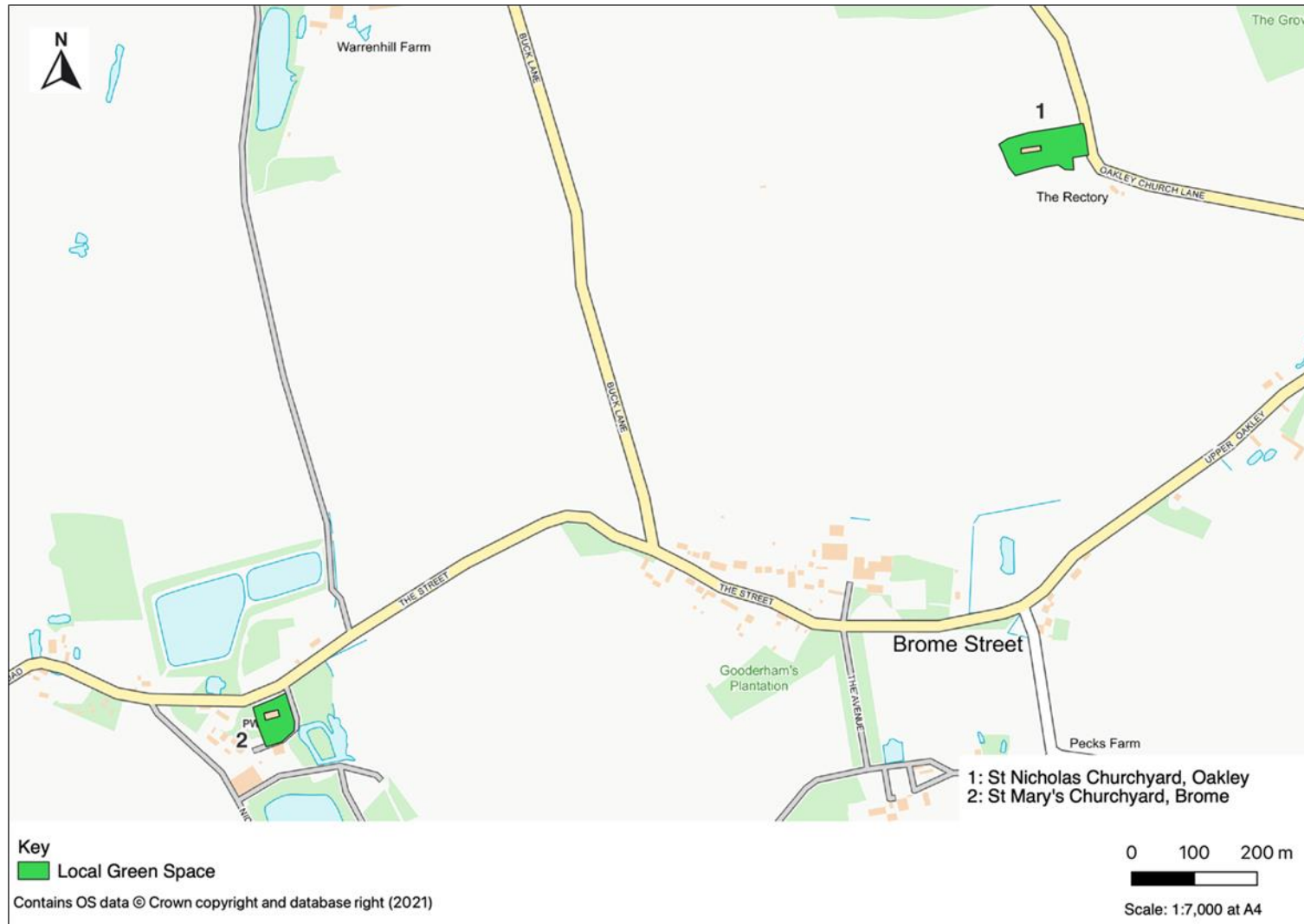
- a) **Buildings for forestry or agriculture where the Local Green Space is used for commercial woodland or farmland;**
- b) **The provision of appropriate facilities in connection with the existing use of land where the facilities preserve the openness of the Local Green Space and do not conflict with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

Other appropriate development includes:

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

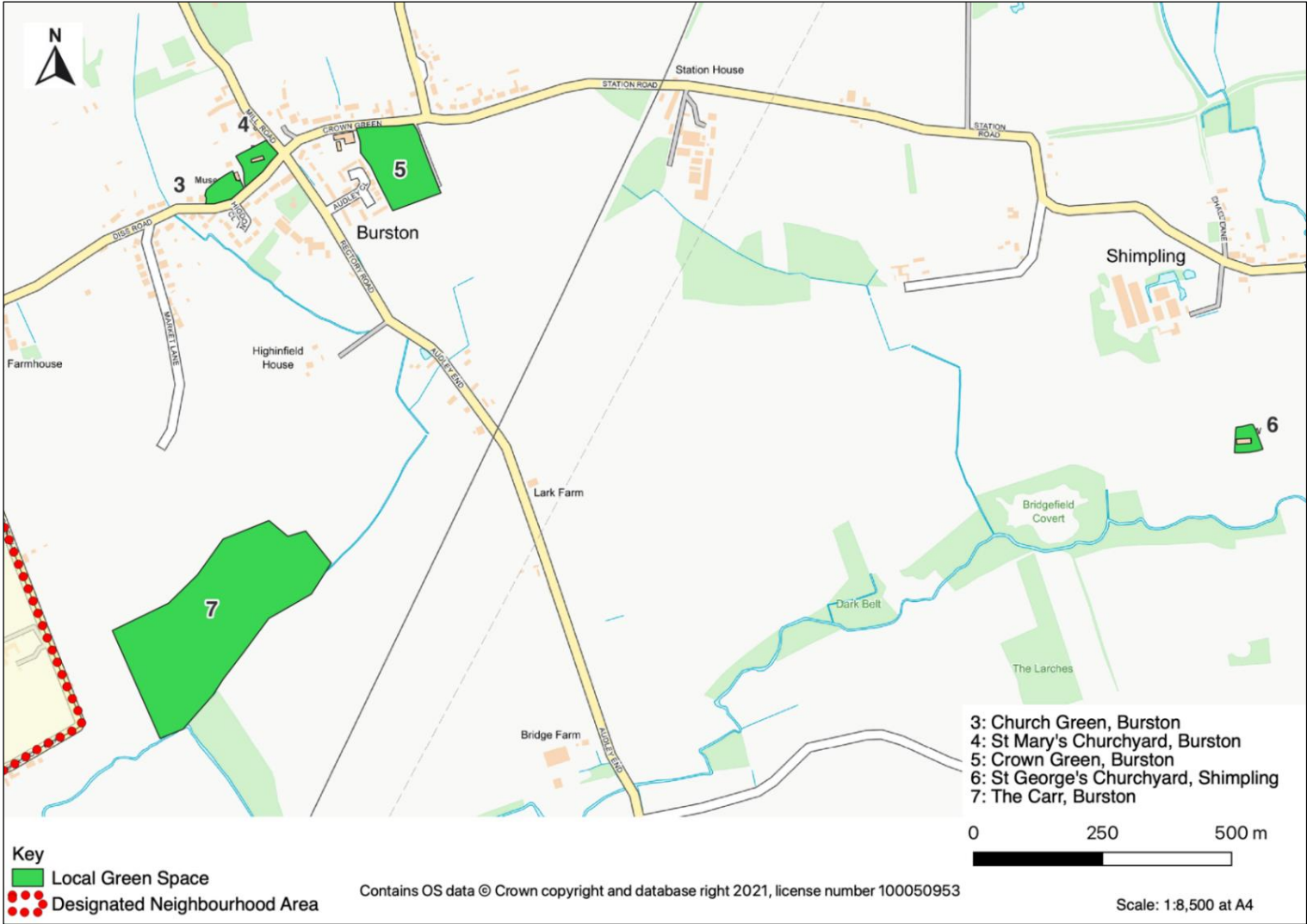
Proposals that are on land adjacent to Local Green Space are required to set out how any impacts on the special qualities of the green space, as identified by its reason for designation, will be mitigated.

BROME & OAKLEY LGSS



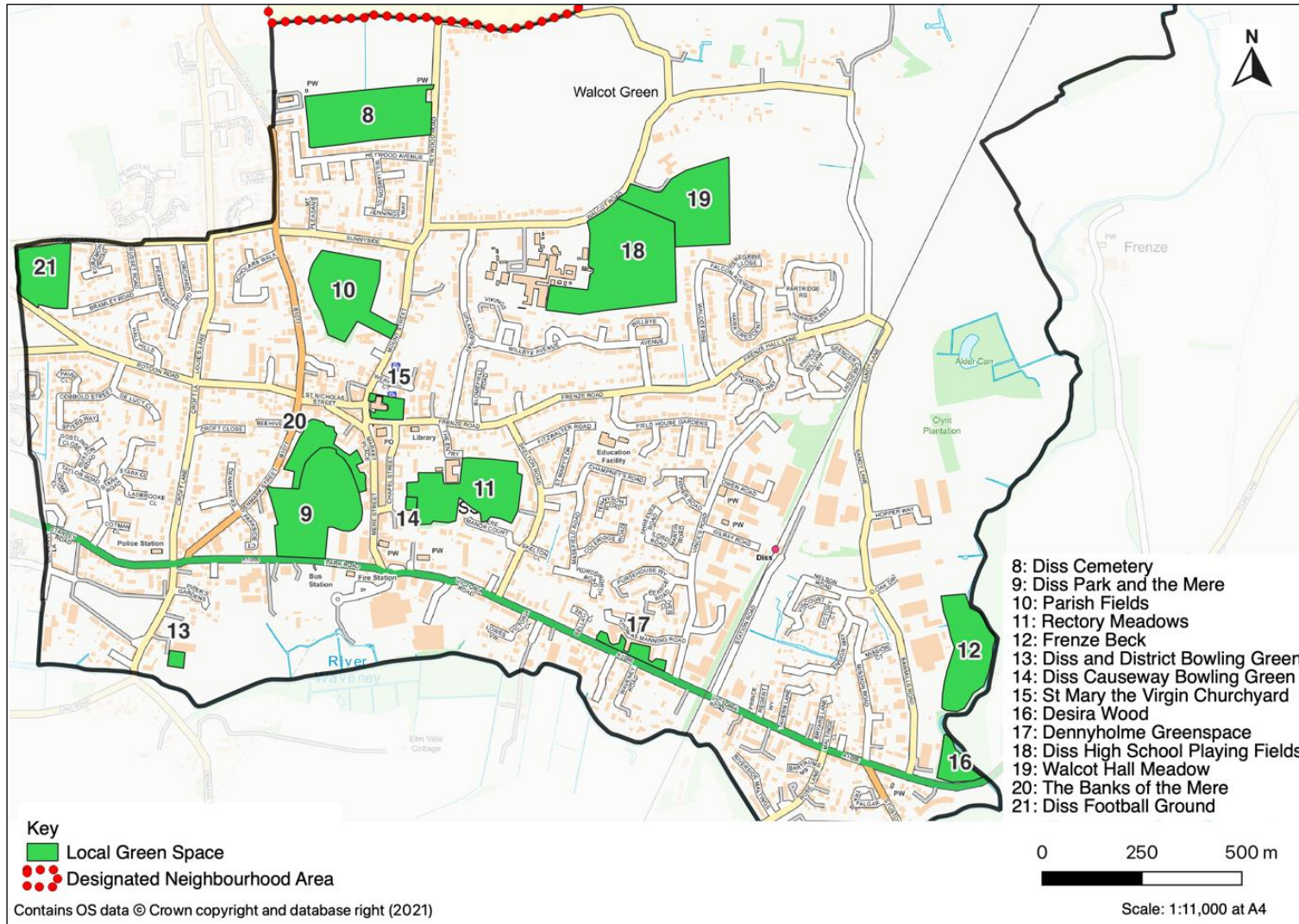
MAP 21 Designated Local Green Space in Brome & Oakley

BURSTON & SHIMPLING LGSS



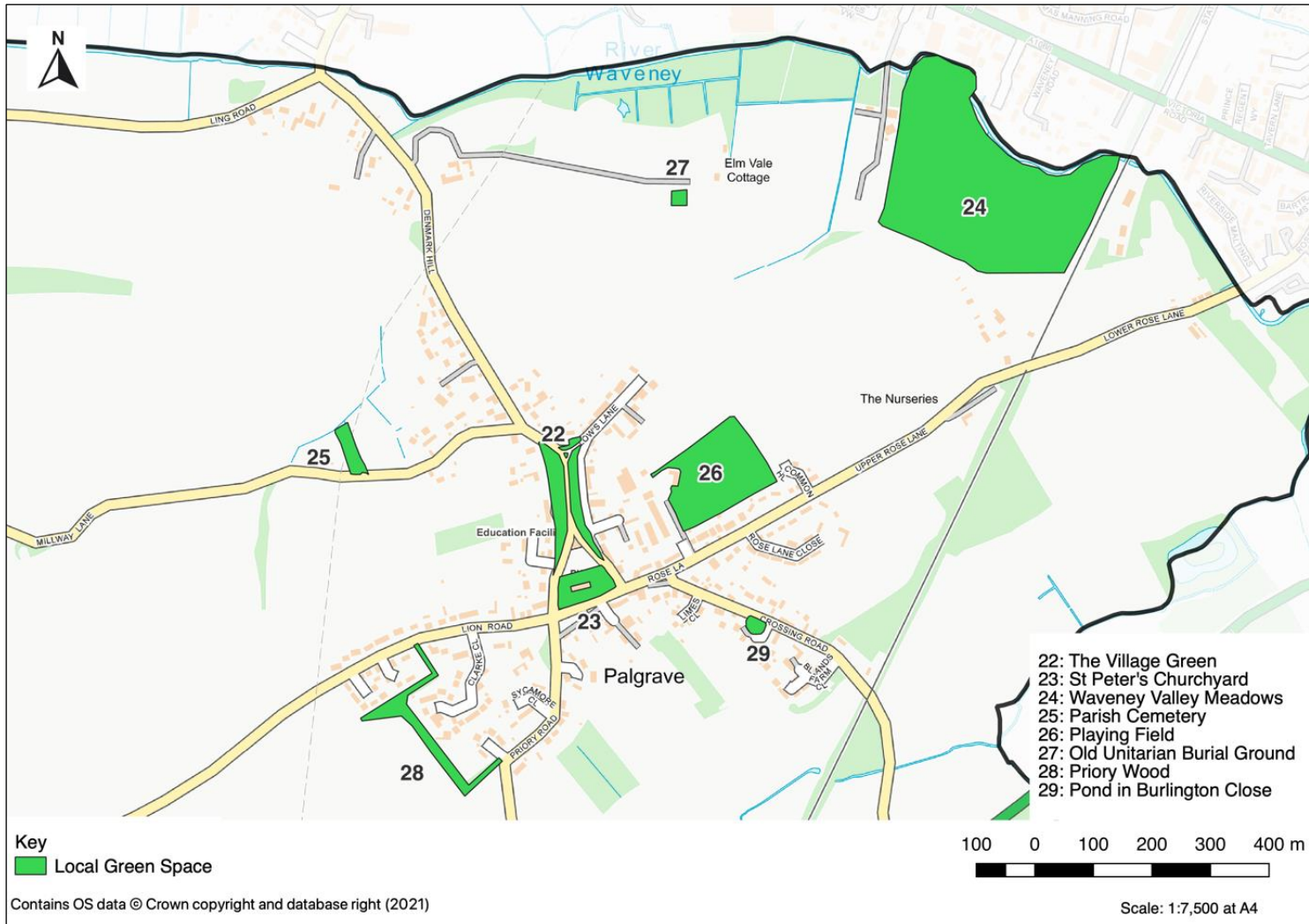
MAP 22 Designated Local Green Space in Burston & Shimpling

Diss LGSSs



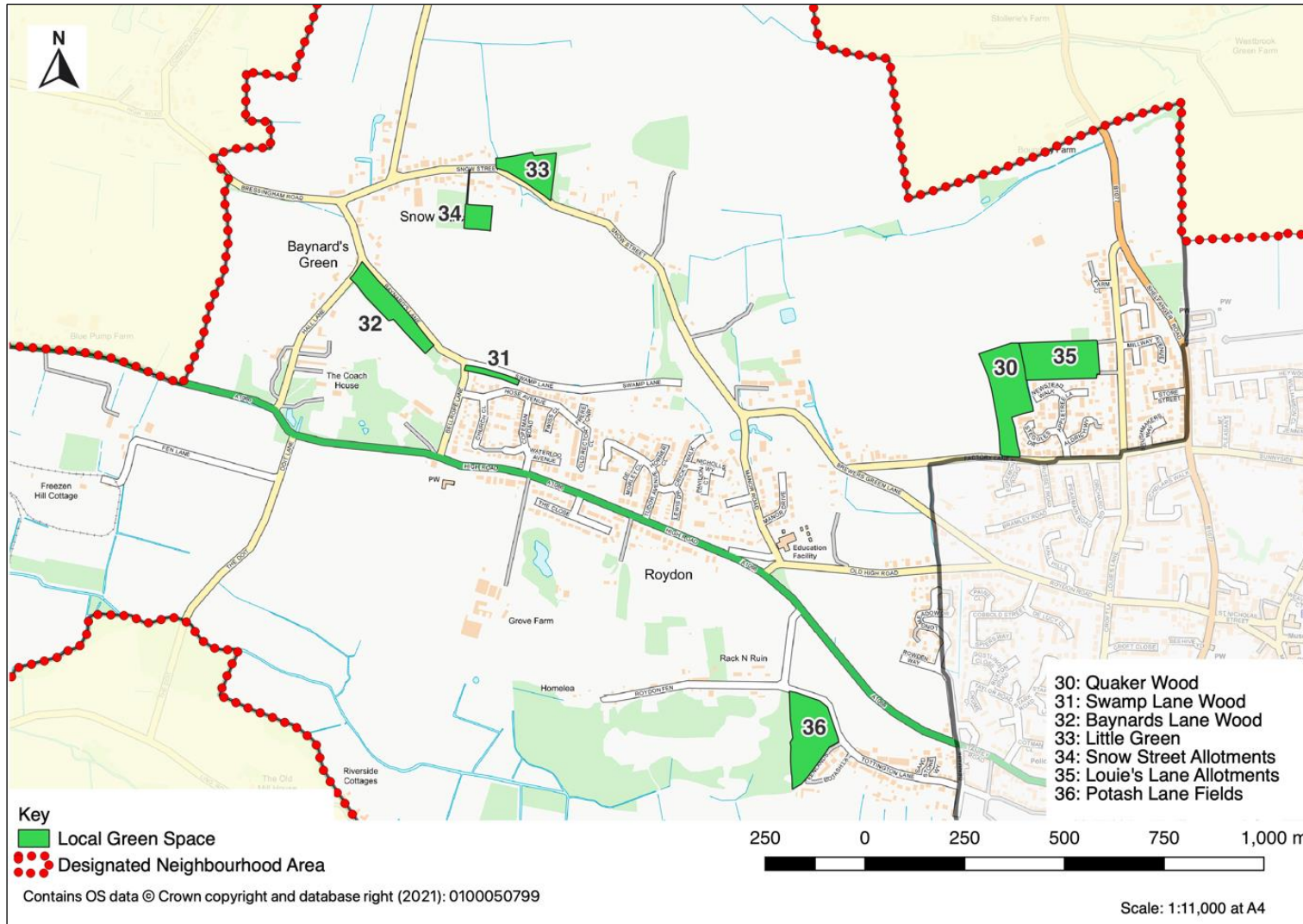
MAP 23 Designated Local Green Space in Diss

PALGRAVE LGSS



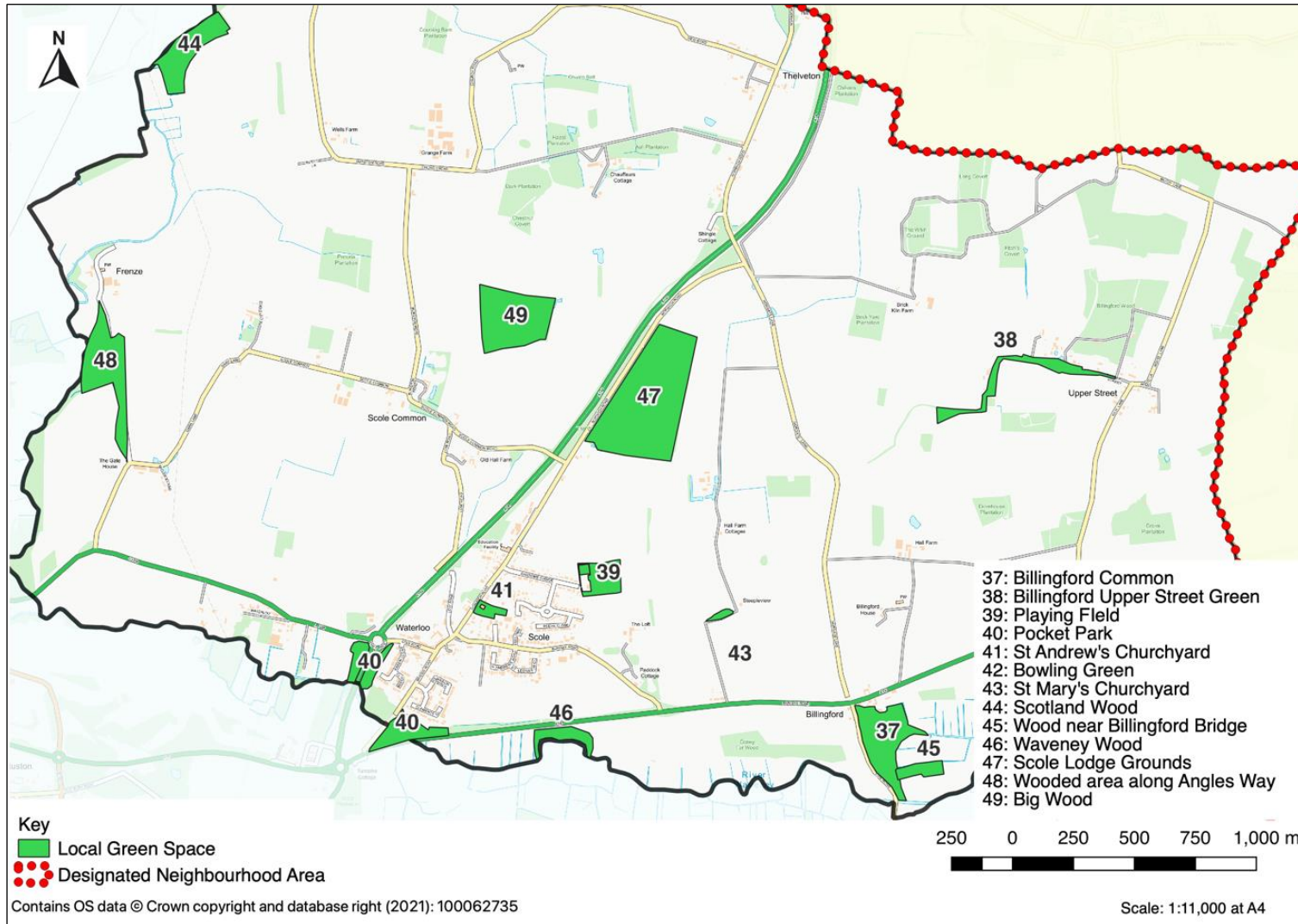
MAP 24 Designated Local Green Space in Palgrave

ROYDON LGSS



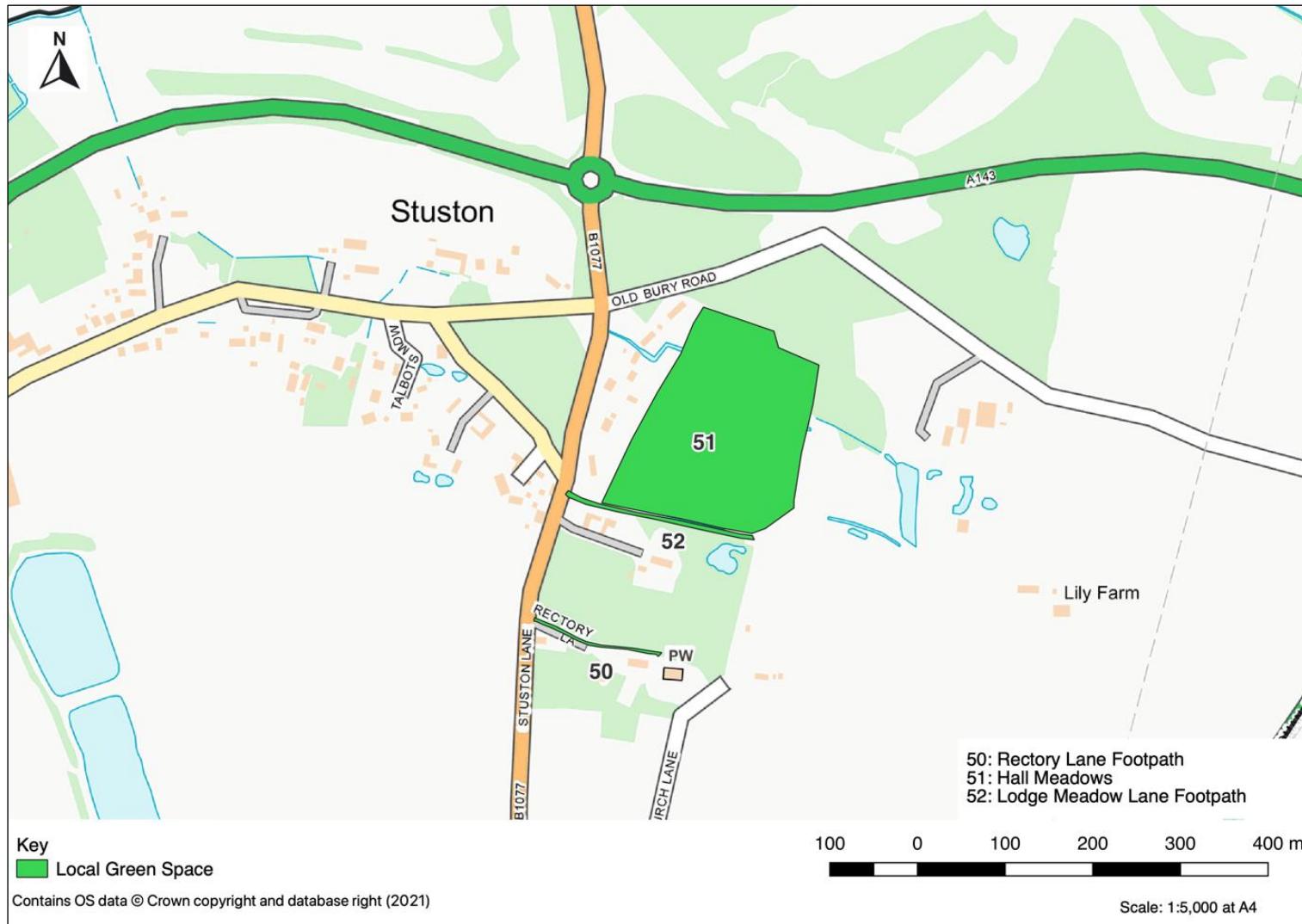
MAP 25 Designated Local Green Space in Roydon

SCOLE LGSS



MAP 26 Designated Local Green Space in Scole

STUSTON LGS



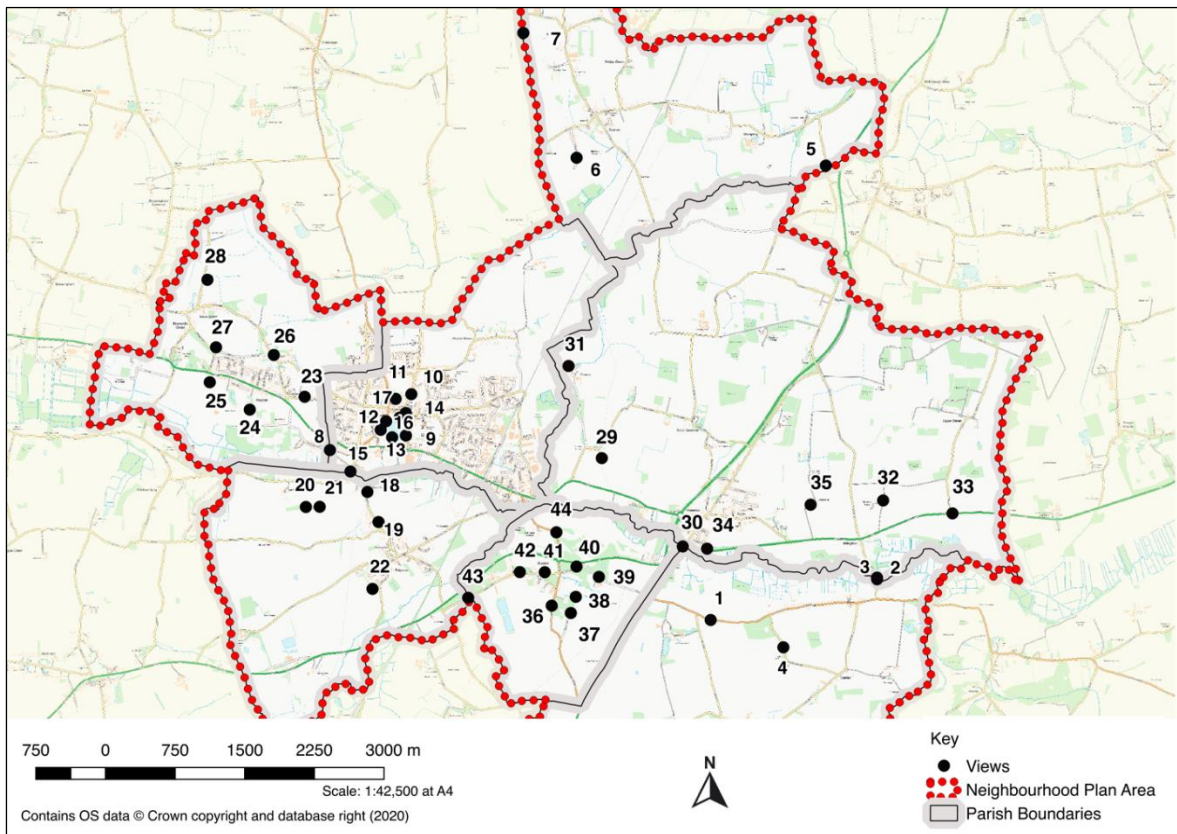
MAP 27 Designated Local Green Space in Stuston

10 PROTECTION POLICY - KEY VIEWS



FIGURE 7 A view from Market Lane in Burston, one of 44 views valued by the local community

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



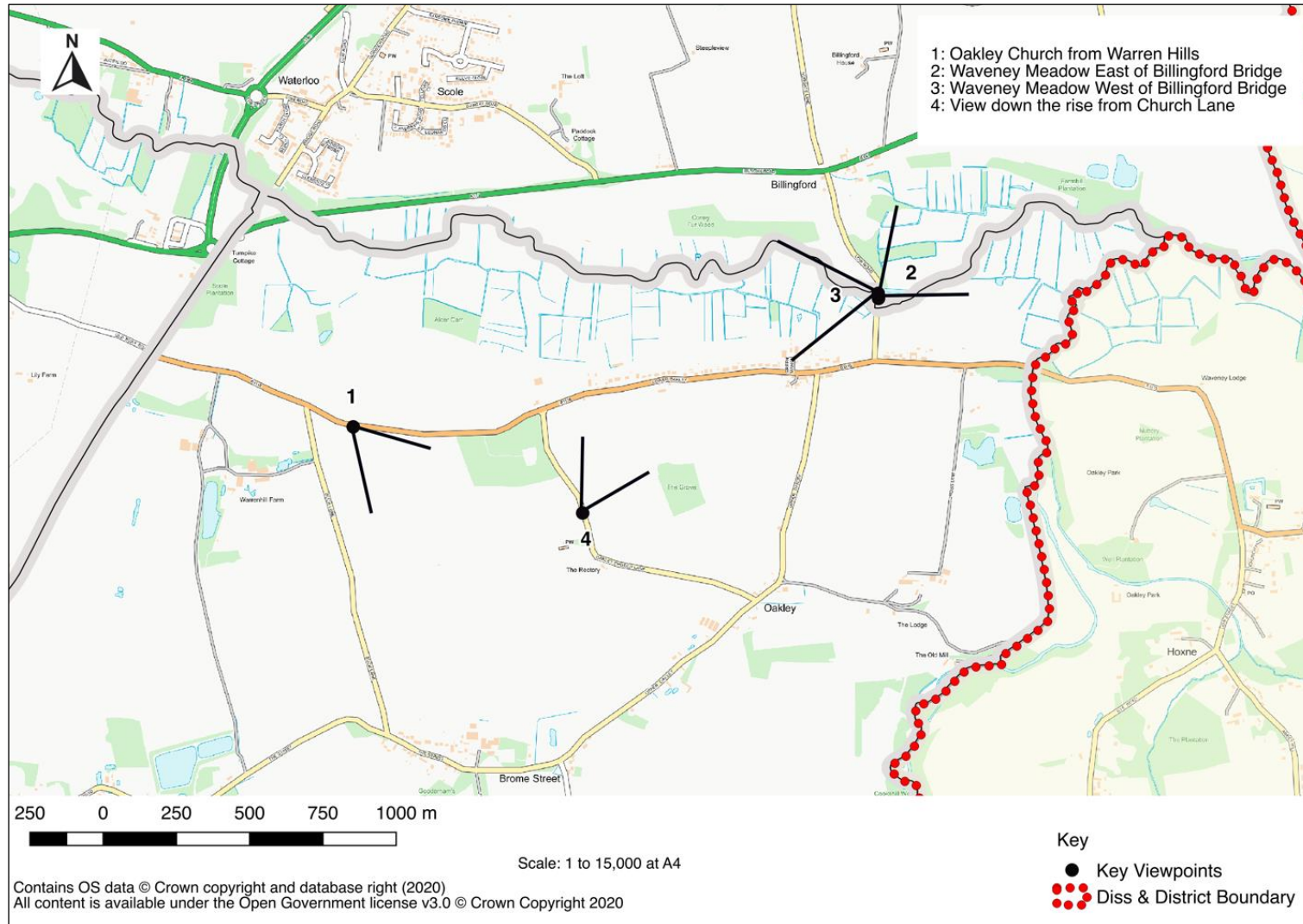
MAP 28 Key Views in the DDNP area

POLICY 16 - Protection of Key Views

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

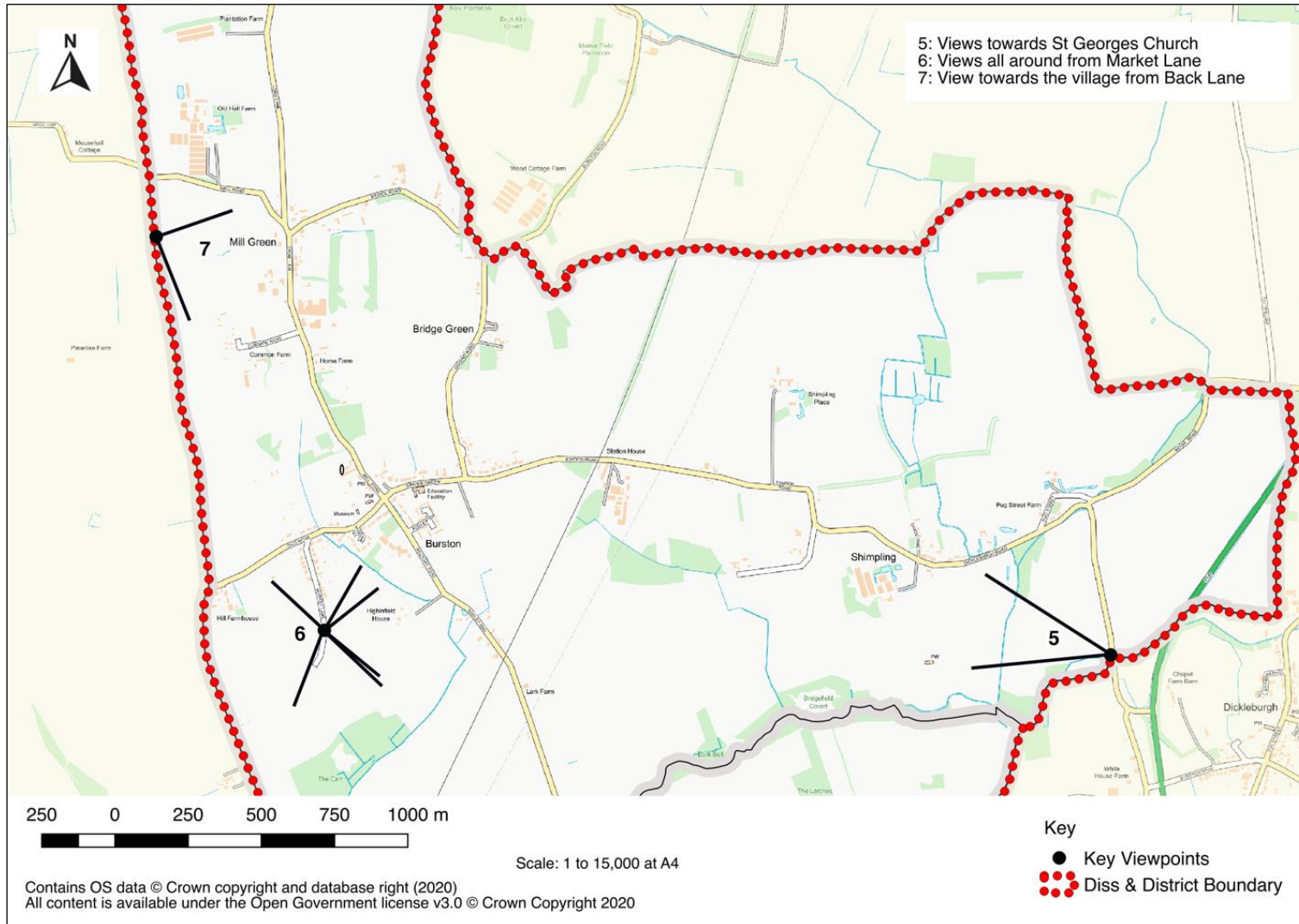
Development proposals that would adversely affect these key views will not be supported. Proposals are expected to demonstrate that they are sited and designed to be of a form and scale that avoids or mitigates any harm to the key views.

BROME & OAKLEY KVs



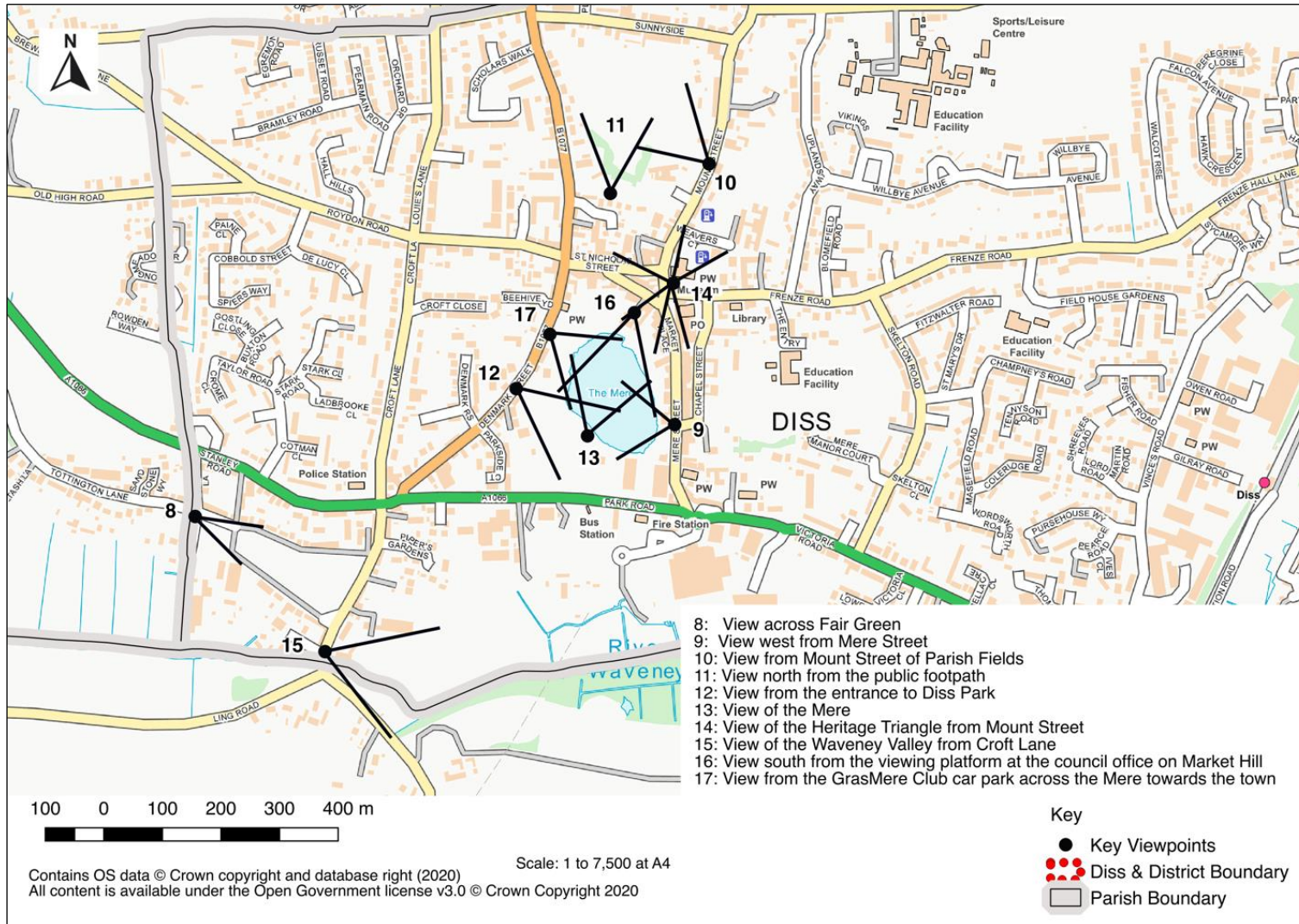
MAP 29 Key views in Brome & Oakley

BURSTON & SHIMPLING KVs



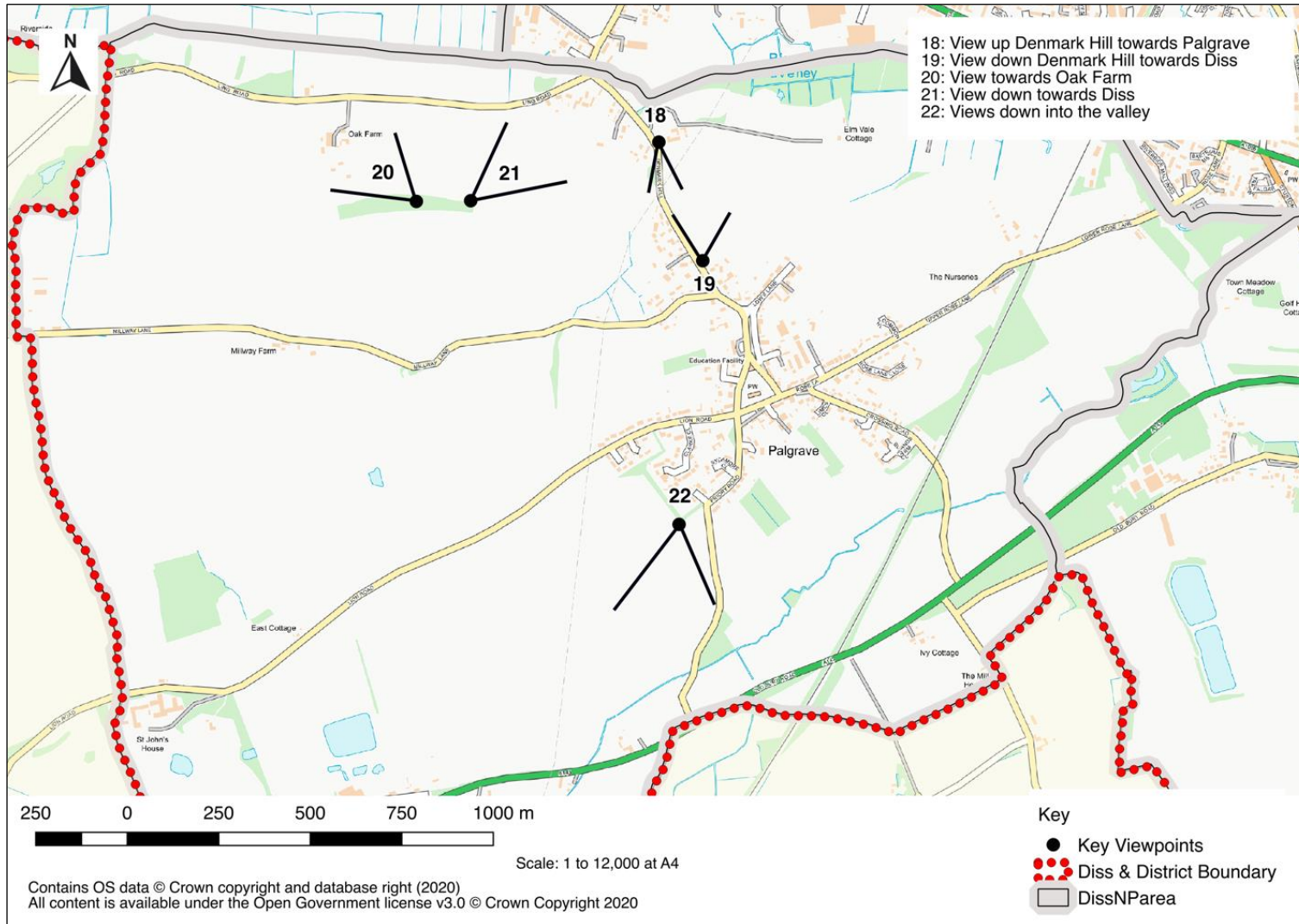
MAP 30 Key views in Burston & Shimpling

Diss KVs



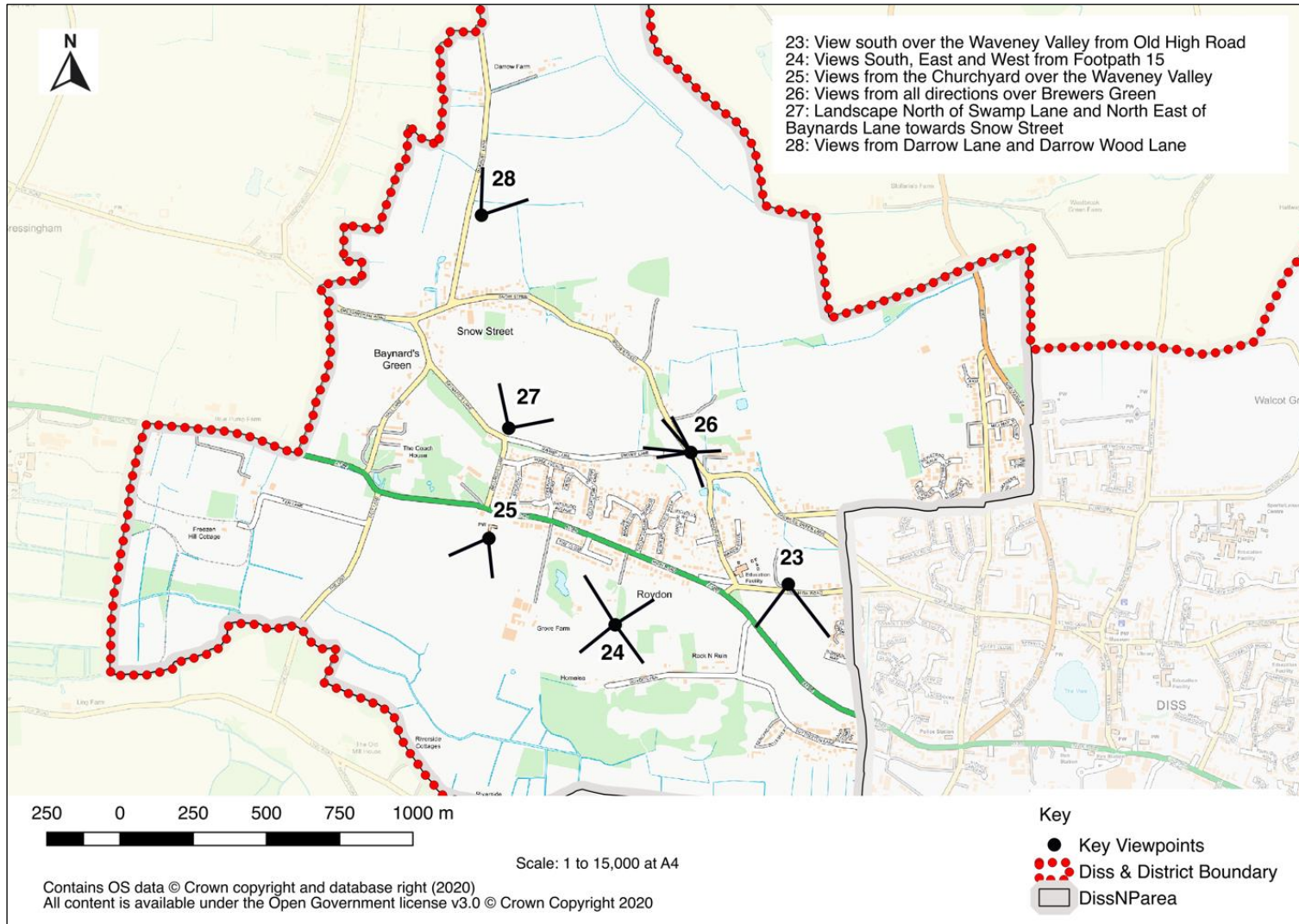
Map 31 Key views in Diss

PALGRAVE KVs



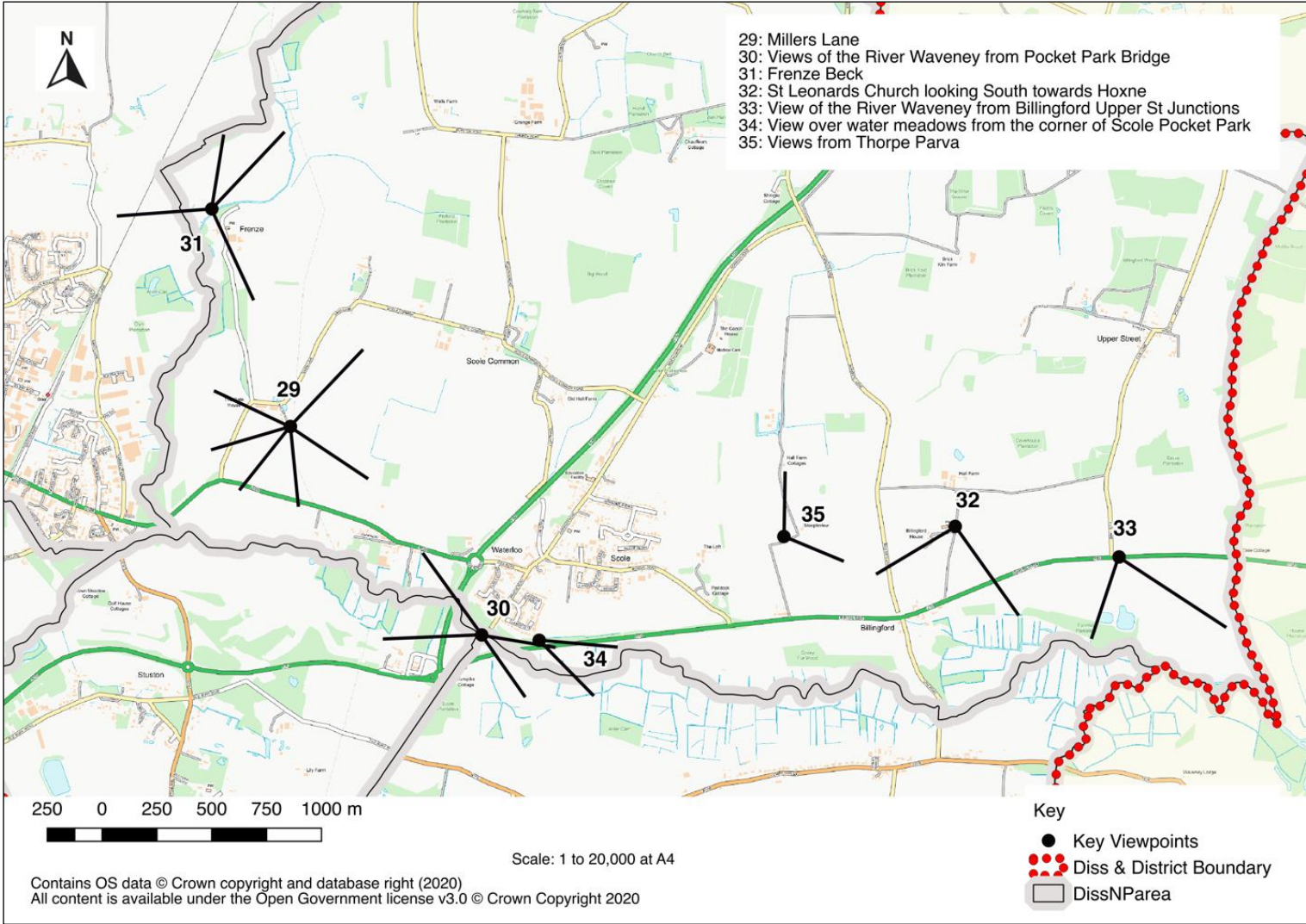
MAP 32 Key views in Palgrave

ROYDON KVs



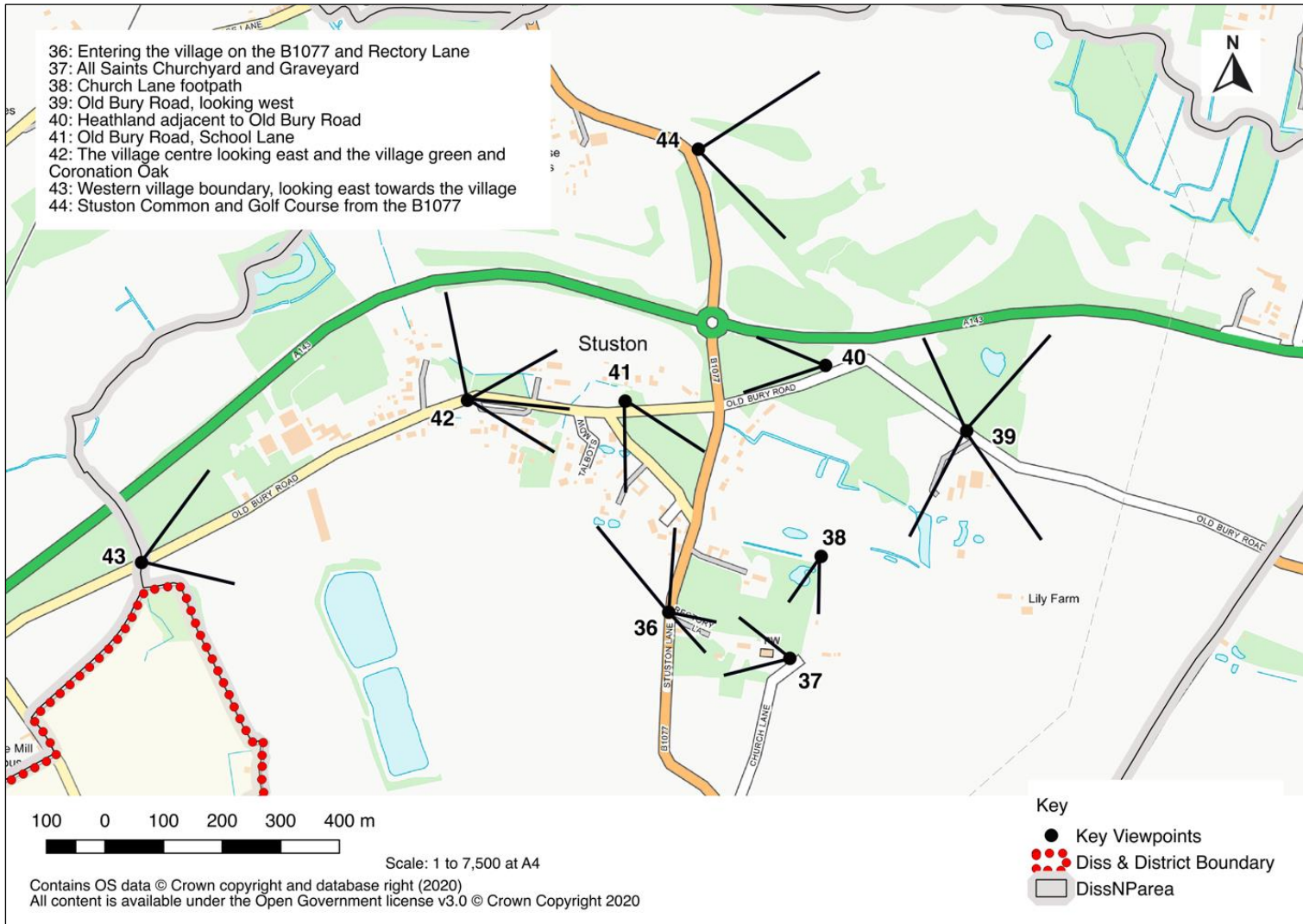
MAP 33 Key views in Roydon

SCOLE KVs



MAP 34 Key views in Scole

STUSTON KVs



MAP 35 Key views in Stuston

11 PROTECTION POLICY - HISTORIC ENVIRONMENT

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

DISS



FIGURE 8 The area known as the Heritage Triangle is the traditional centre of Diss. Formed by St Nicholas Street, Market Hill and Market Place, it is bounded by the Corn Hall in the west, St Mary's Church in the east with Diss Museum and Market to the south.

- 329 Historically, Diss has been an important focal point for the area. In the Domesday Book the town is noted as a royal manor, and by the end of the 12th century, its commercial importance was firmly established. The market dates from 1135 and a charter for the

great annual fair was granted in 1195. Diss enjoyed good communication in all directions, in particular the river crossing at Denmark Bridge, while the rising ground north of the Mere was clear of the flood plain, and had a good supply of water.

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

COMMUNITY ACTION 6 - Diss Heritage Triangle

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

SCOLE

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

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

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

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

PALGRAVE

- 337 Palgrave sits on slightly higher ground between the southern bank of the River Waveney that here forms the county boundary and a tributary joining the river. The Suffolk Historic Environment Record lists over 20 sites of archaeological interest from all periods, including some crop marks and ring ditches, reflecting its agricultural importance. There are 41 listed buildings, half of which fall within a Conservation Area in the village centre.
- 338 The older buildings are predominantly domestic in scale, a few having former commercial uses, and mostly timber framed and plastered with pantile roofs. The Grade I listed Church of St Peter provides the exception with flint rubble walls and pantile roof. It is mostly 15th Century and perpendicular in style. Another building of note is the Grade II* former Guildhall, opposite the church, now called Brackendale. This is timber framed and plastered with some exposed timbers and a jettied first floor.

BURSTON & SHIMPLING

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

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

ROYDON

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

STUSTON

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

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

NON-DESIGNATED HERITAGE ASSETS



FIGURE 9 Mediaeval moated site of Bush Hall, Roydon

- 345 The Government's *Planning Practice Guidance* (PPG) recognises that there are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas local authorities keep a local list of Non-Designated Heritage Assets (NDHA), incorporating those identified by neighbourhood planning bodies. Paragraph 197 of the *National Planning Policy Framework* (NPPF) determines that the effect of an application on the significance of an NDHA should be taken into account in determining the application.
- 346 NDHAs should be identified against a clear set of consistent criteria. A comprehensive review by the working group of designated heritage assets, Conservation Area Appraisals and the Historic Environment Record was undertaken before considering whether there were other assets of heritage value worth identifying in the Plan. Each community developed a list of important buildings and historic features and, making use of local knowledge and the Historic Environment Record, researched these to find out more about their history. These were then put to residents as part of the Issues and Options Consultation; respondents were asked if the assets put forward were important to them. All the historic assets that achieved 80% 'strongly agree' or 'agree' to this question were subsequently assessed in accordance with Historic England's guidance on Local Heritage Listing, using the commonly applied selection criteria. Those determined to have historic significance are identified as NDHAs. Their locations are shown in the maps on the following pages and there is a brief description of them beneath each one. They receive protection in accordance with Policy 17, below. As well as individual assets, some historic groupings of assets that constitute a sense of place have been identified.

POLICY 17 - Non-Designated Heritage Assets

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

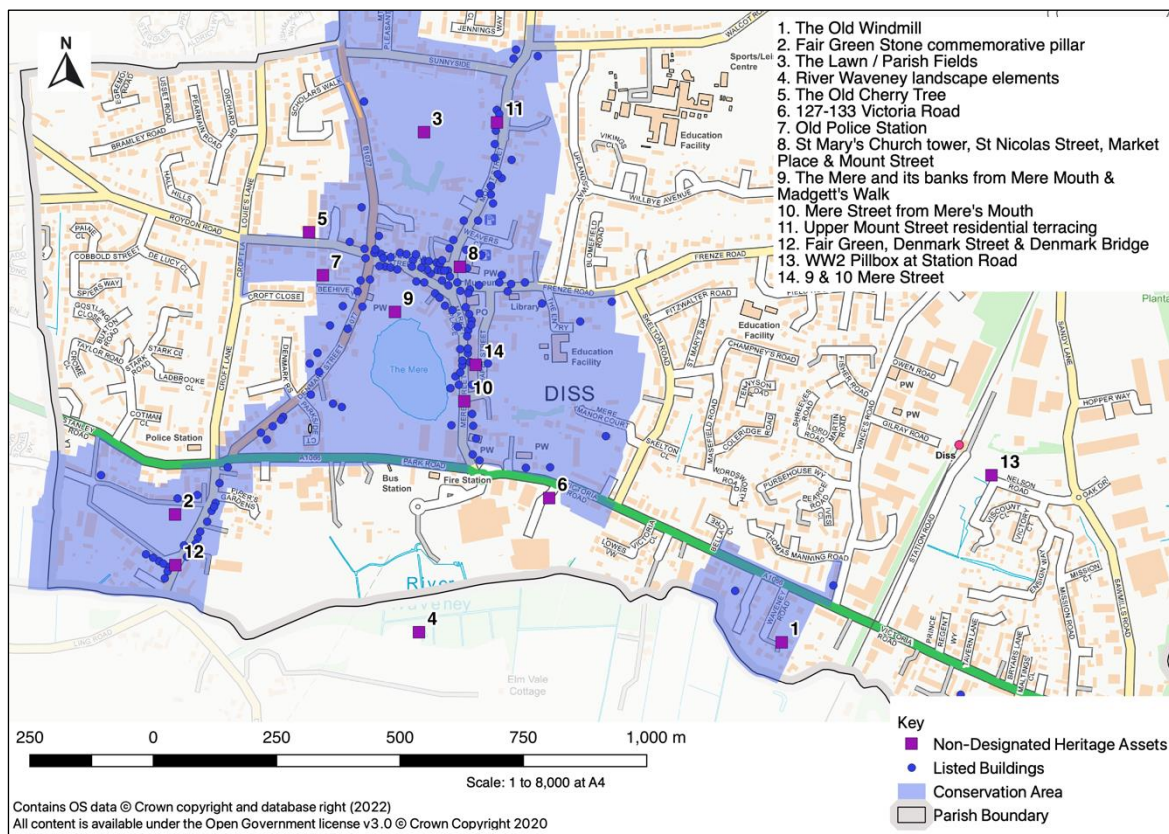
The Non-Designated Heritage Assets listed on Maps 36 to 41 have considerable local significance. Development proposals should avoid harm to these heritage assets and have regard to their character, important features, setting and relationship with surrounding buildings or uses. Any development proposals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

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

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

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

Diss NDHAS



MAP 36 NDHAS in Diss

NDHA1 The Old Windmill

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

NDHA2 Fair green stone commemorative pillar

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

NDHA3 Parish Fields aka The Lawn

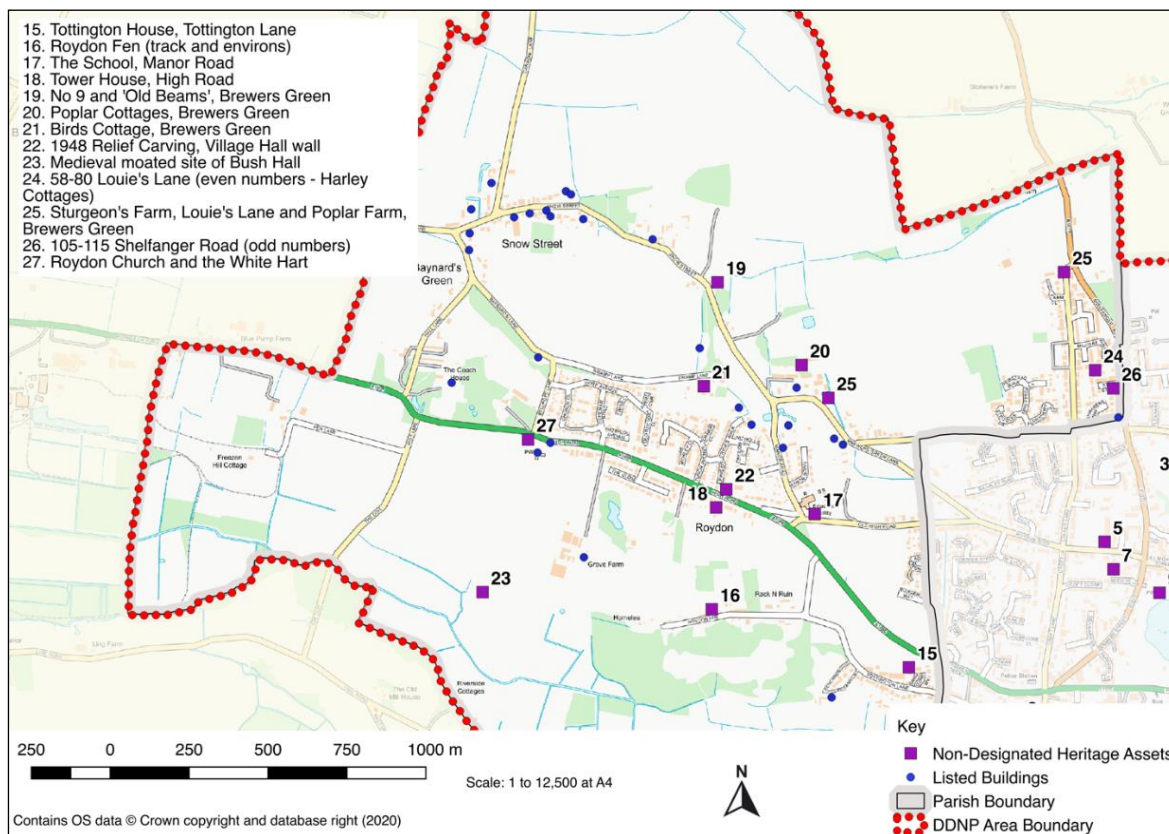
A private park created in the late 18th century for The Cedars (Listed building 79) opposite on Mount Street. Originally accessed by entrance flank walls mirroring those surrounding The Cedars. The only example of a detached private park in Norfolk. Designated as Local Green Space but requires more stringent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

NDHA4 River Waveney landscape elements

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

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

ROYDON NDHAS



MAP 37 NDHAS in Roydon

NDHA15 Tottington House, Tottington Lane

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

NDHA16 Roydon Fen (Track and Environs)

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

NDHA17 The School, Manor Road

This is stylistically unusual, part 1896.

NDHA18 Tower House, High Road

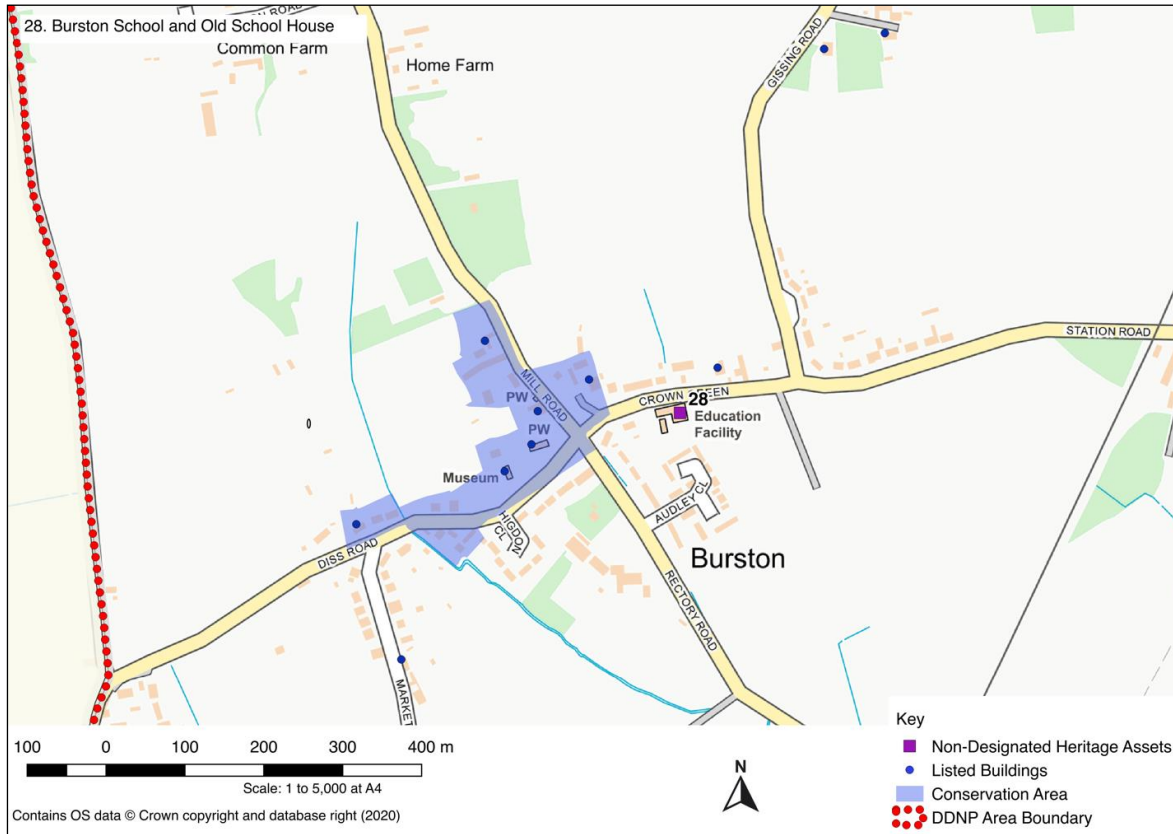
Built in 1930 as a water tower to supply water to homes in Roydon, the tank coming from Diss railway station. It continued as a water tower until 1960 when it was converted into a residence and offered for rent.

NDHA19 No 9 and Old Beams, Brewers Green

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

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

BURSTON NDHA

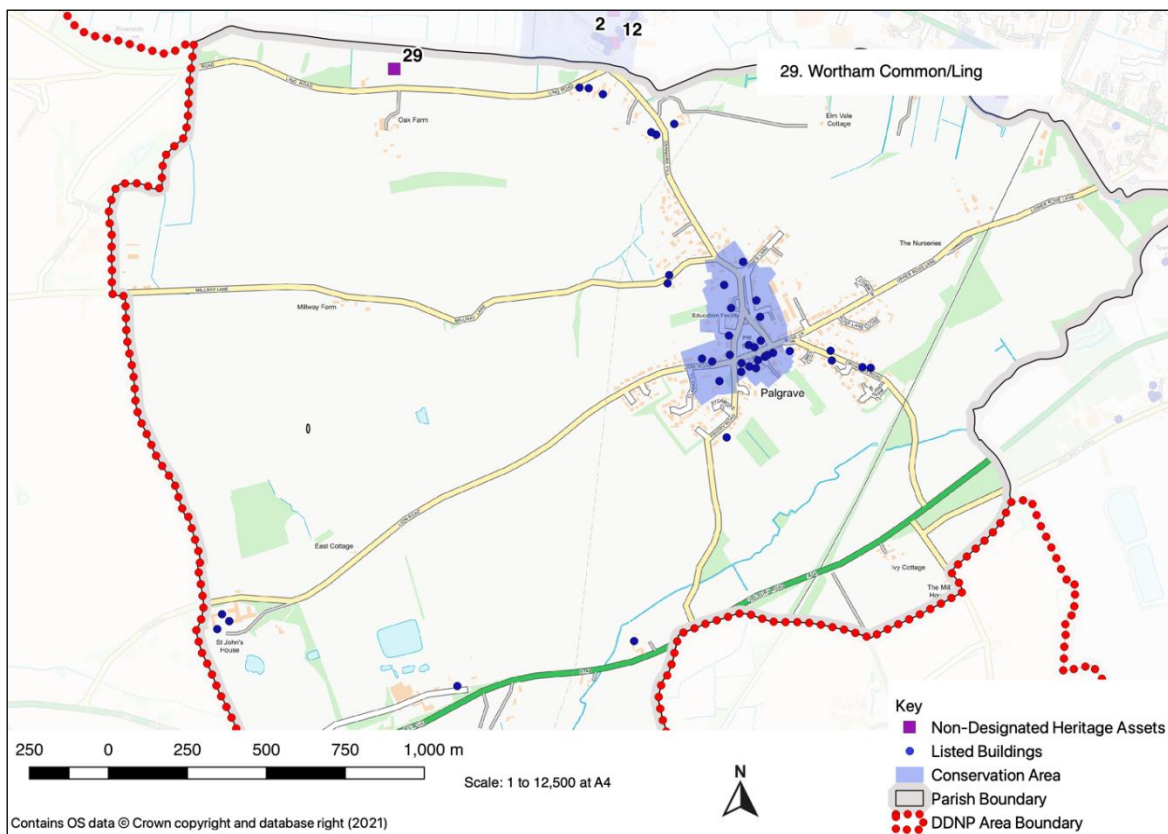


MAP 38 NDHA in Burston

NDHA28 School and Old School House

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

PALGRAVE NDHA

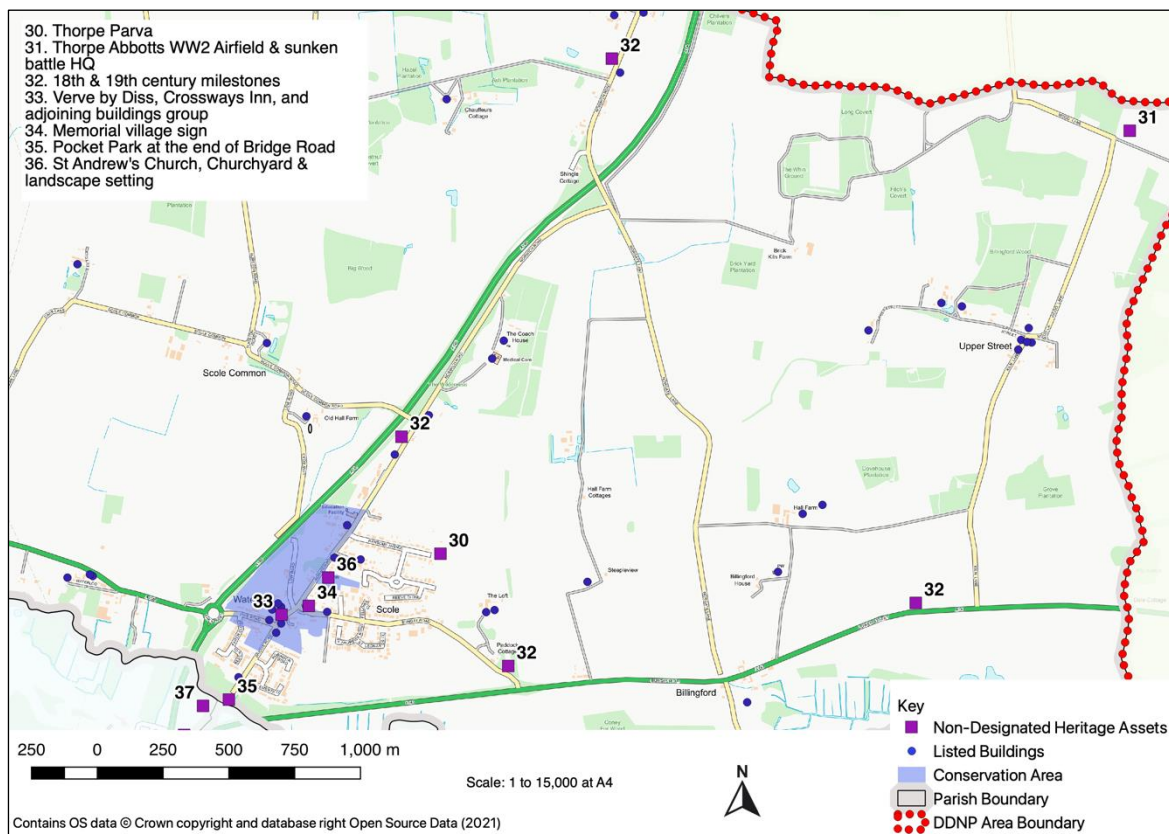


MAP 39 NDHA in Palgrave

NDHA29 Wortham Common/Ling

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

SCOLE NDHAS



MAP 40 NDHAS in Scole

NDHA30 Thorpe Parva

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

NDHA31 Thorpe Abbots WWII Airfield and sunken battle HQ

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

NDHA32 18th and 19th century milestone markers

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

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

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

NDHA34 Memorial and village sign in landscape setting

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

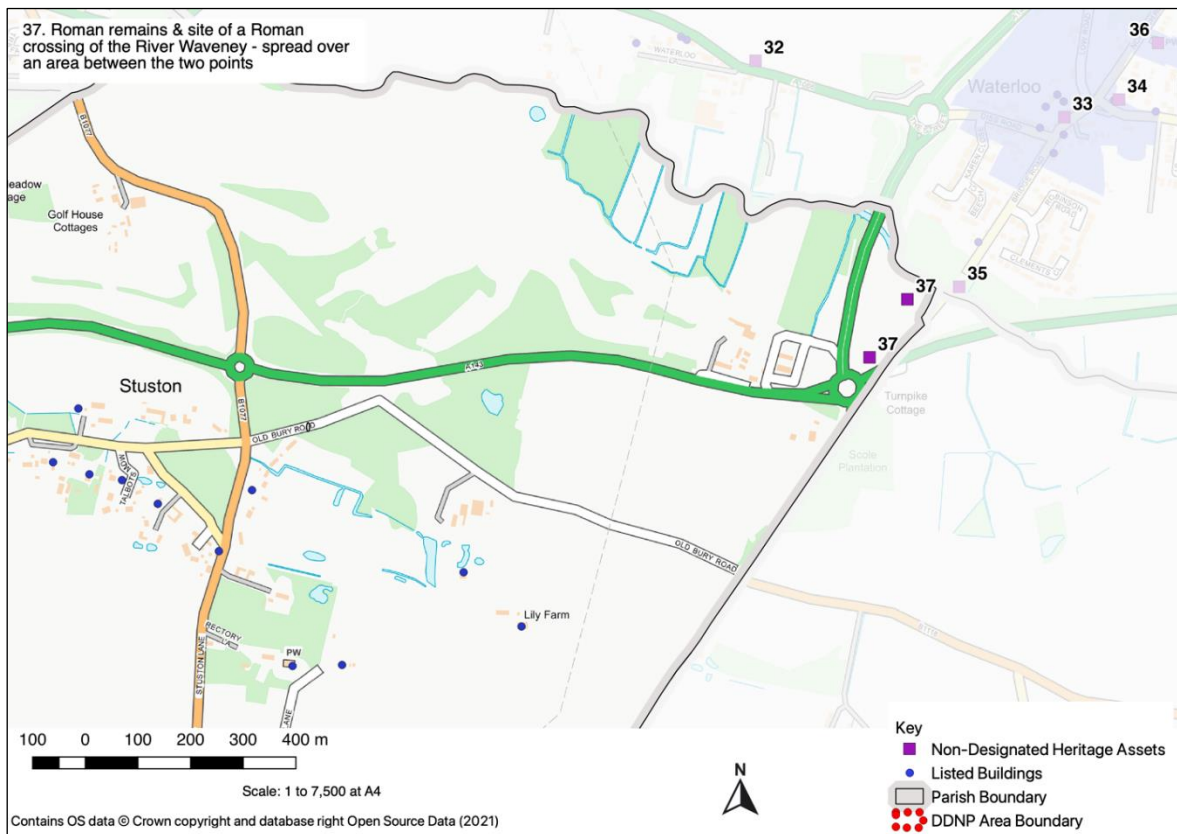
NDHA35 Pocket Park at end of Bridge Road

Historically important as location of original ford crossing and likely centre of Roman settlement.

NDHA36 St Andrews Church, churchyard and landscaping

Church and trees with surrounding graveyard raised above street level form strong sense of place and setting.

STUSTON NDHA



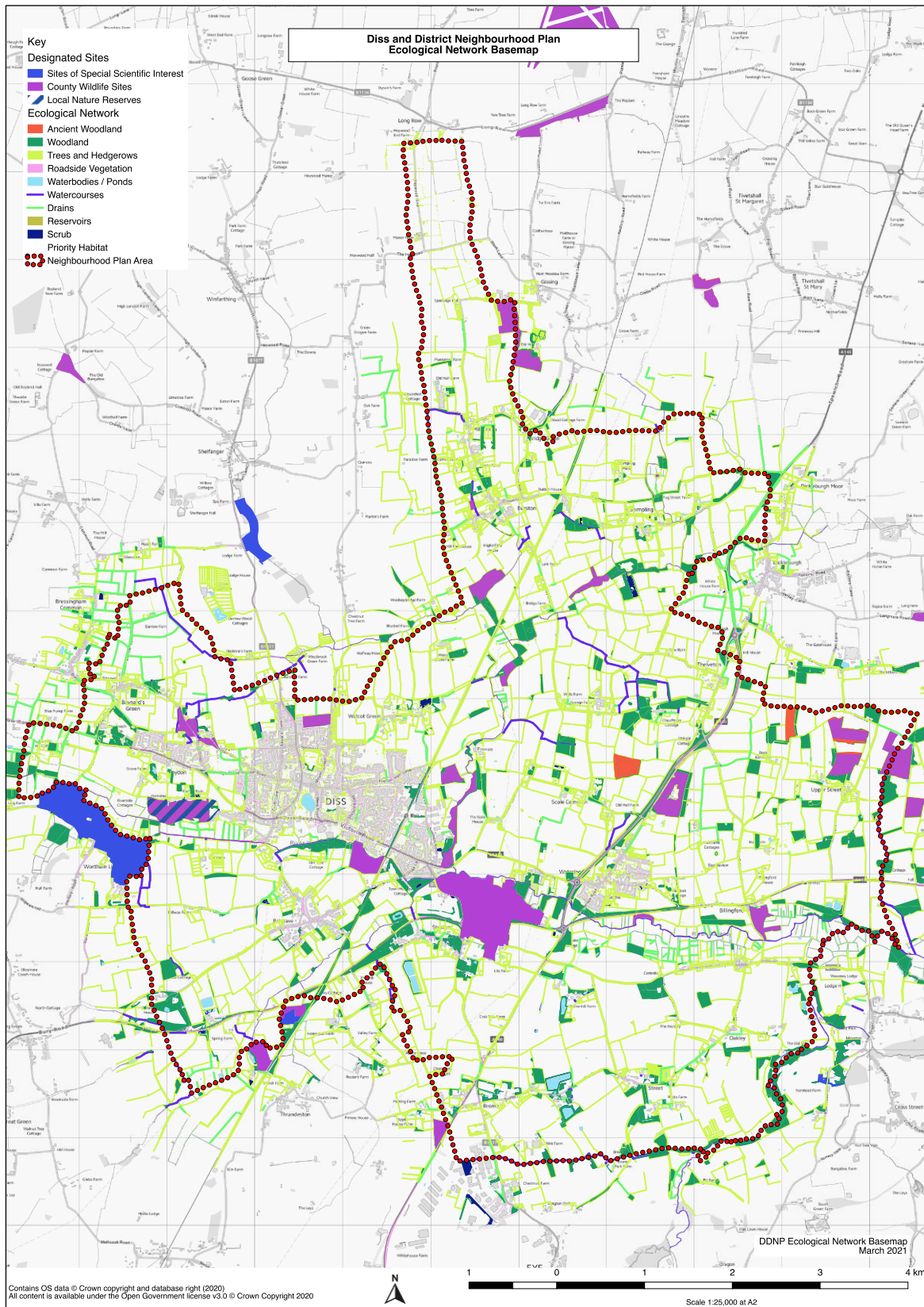
MAP 41 NDHA in Stuston

NDHA37 Roman remains and site of a Roman river crossing

Evidence of foundations to a Roman camp, bridge or ford. Site of a Roman road crossing the River Waveney and Villa Faustini.



APPENDIX A – ECOLOGICAL NETWORK BASEMAP



MAP 42 Ecological Network Basemap; for more information see paragraph 253 on p.80

APPENDIX B - LOCAL GREEN SPACE POLICY WORDING

- 347 Since the legal challenge, appeal and High Court Judgement in 2020 against Norton St Philip's Neighbourhood Plan, qualifying bodies, Local Planning Authorities and Examiners have shown caution in relation to Local Green Space (LGS) policy wording. Indeed it is common practice currently for LGS policy to simply list the spaces being designated. We believe this is a misinterpretation of the judgement and this Appendix sets out clear justification for the DDNP LGS policy wording and its deviation from national policy.
- 348 Paragraph 103 of the *National Planning Policy Framework* (NPPF) sets out that, "Policies for managing development within a Local Green Space should be consistent with those for Green Belts." This at least implies that LGS designations require a policy for managing development, rather than just a list of those designations. This seems likely as:
- First, it refers to LGS 'policy' for managing development. Policy should set out how decisions should be made when determining a planning application. A list of LGSs does not do this as it does not guide the decision maker, simply informing them of which sites are LGSs.
 - Second, Para 103 implies that LGS policy is a separate entity to national green belt policy.
 - Third, development affecting an LGS cannot be determined using green belt policy; green belt policy applies only to green belt, not to LGSs. An attempt to use green belt policy is likely to be unlawful and challengeable.
 - Fourth, the NPPF does not contain policy for LGSs, so without a policy in the NP, there would be no policy and therefore in effect no mechanism for managing development within each LGS.
- 349 Regarding *Lochailort Investments Limited v. Mendip District Council and Norton St Philip Parish Council*, [2020] EWCA Civ 1259, this found that LGS policy needs to be consistent with Green Belt policy and that any departure needs to be explained in a reasoned way. According to that judgement, "*The ordinary meaning of "consistent" is "agreeing or according in substance or form; congruous, compatible". What this means, in my judgment, is that national planning policy provides that policies for managing land within an LGS should be substantially the same as policies for managing development within the Green Belt.*"
- 350 The neighbourhood plan needs to have 'due regard' to this requirement. 'Due regard' does not mean LGS policy has to conform to the requirement in every respect, but any departure will nevertheless need to be fully justified and explained. The judgements support this, explaining that, "*provided the departure from the NPPF is explained, there may be divergence between LGS policies in a neighbourhood plan and national Green Belt policy.*"
- 351 It is therefore necessary to assess green belt policy in the NPPF to identify its features and requirements.
- 352 National Green Belt policy at para 148 explains that openness and permanence are essential characteristics of Green Belt and that is why it is designated - to preserve its openness and permanence. This is the purpose. The designation of LGS aims to protect

smaller parcels of land for a variety of purposes that are in addition to their openness, such as its ecology, recreational value or history as set out as examples in the NPPF.

- 353 These must (NPPF para. 101) be capable of enduring beyond the plan period; this is a lower bar than needing to be permanent. It can endure beyond the plan period as long as there is not undue pressure for needed housing on those parcels of land, either by virtue of allocations for meeting local housing need being provided in the neighbourhood plan, or there being other land available to meet any unmet need. Another threat to the capability to endure would be a long list of different types of development that could be appropriate or acceptable.
- 354 The judgement in the case of *R (Samuel Smith Old Brewery (Tadcaster) and others) v North Yorkshire County Council* [2020] UKSC 3, found that openness is not just a spatial or volumetric concept, but a visual one such that visual impact is a key matter. This is likely to be a particular matter of relevance for Local Green Spaces given that they tend to be small and so any development will have a visual impact.
- 355 The NPPF sets out that local planning authorities should plan positively to enhance their beneficial use.
- 356 Green Belt policy sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It goes on to say that ‘very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 357 New buildings are considered to be inappropriate in Green Belt. There are some exceptions to this. Green Belt policy sets out a list of development that is not inappropriate, such as in-fill in villages, and affordable housing. Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes mineral extraction and local transport infrastructure. These examples might still not be permitted if they would result in harm as para 148 says, *“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.”*
- 358 There are many exceptions listed at paras. 149 and 150 of the NPPF. As Green Belt areas are large, it is plausible that many such developments could take place within the Green Belt without undermining its overall openness and permanence, or resulting in only minor harm. This is not the case for LGSs, which cannot be extensive tracts of land. This means that even small-scale development risks undermining the purpose of designation and having an immediate and harmful visual impact. A LGS policy that would simply refer to the list of Green Belt exceptions in the NPPF could undermine the designation process as this large number of exceptions would suggest that the designation is not capable of enduring beyond the plan period. LGS policy therefore needs to consider each in turn, and with the aim of limiting the number.
- 359 The table on the following two pages reviews each element of the DDNP LGS policy and provides justification for the diversion from Green Belt policy. In particular, the table justifies diversion from Green Belt policy with respect to what is considered an exception to inappropriate development, for example in-fill or minerals extraction.

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

<p>Other appropriate development includes:</p> <ul style="list-style-type: none"> a) Engineering operations that are temporary, small-scale and result in full restoration; or b) The re-use of buildings provided that the buildings are of permanent and substantial construction; or c) Material changes in the use of land where it would not undermine the reasons for designation that make it special to the community. 	<p>Para 150 sets out that certain other forms of development are also not inappropriate provided they preserve the openness of Green Belt and do not conflict with the purpose (listed a-f). A number of these exceptions could undermine the openness of LGS or impact upon their reasons for designation -</p> <ul style="list-style-type: none"> a) Mineral extraction; This is not a reasonable exception. Though highly unlikely to apply in any LGS, but nevertheless the quarry would be so large and the operations so long term that it would not enable the LGS to endure beyond the plan period. b) Engineering operations; This is a reasonable exception. LGS policy could allow for this if temporary, small-scale and restored fully c) Local transport infrastructure; This is not applicable as it specifically requires a Green Belt location d) Re-use of buildings; This is a reasonable exception. e) Material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); This is a reasonable exception. LGSs are designated for reasons related to their specific use or quality, such as recreation or ecology. Change of use could be supported in LGS policy as long as the new use would not undermine the reason for designation that makes it special to the community. f) Development, including buildings, brought forward under Community Right to Buy or Neighborhood Development Order; this would not apply as the community is designating the land as LGS so as to keep it open and protect its special qualities.
<p>Proposals that are on land adjacent to Local Green Space are required to set out how any impacts on the special qualities of the green space, as identified by its reason for designation, will be mitigated.</p>	<p>There is no requirement in Green Belt policy that relates to adjacent land. However, the setting of LGS or adjacent land use may be part of or impact upon what makes it demonstrably special, particularly where LGS are very small.</p>

APPENDIX C - GLOSSARY OF ABBREVIATIONS

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

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

LLFA Lead Local Flood Authority

[\[more info\]](#)

LPA Local Planning Authority

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

LCWIP *Local Cycling and Walking Infrastructure Plan*

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

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

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

MSCS *Mid Suffolk Core Strategy*

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

MSDC Mid Suffolk District Council

MSLP *Mid Suffolk Local Plan (1998)*

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

NDHA Non-Designated Heritage Asset

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

NGA Next Generation Access

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

NMWCS Norfolk Minerals and Waste Core Strategy

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

NPPF *National Planning Policy Framework*

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

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



INSIDE BACK COVER

BACK COVER