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1 Introduction

1.1 What is the Site Specifics Policies and Proposals Development Plan Document?

1.1 The Local Development Framework (LDF) for Breckland will replace the existing Local Plan which was adopted in September 1999. It is being prepared under the relevant legislation for development plans in England. The LDF comprises a number of Development Plan Documents (DPDs) that set out policies and proposals for the development and use of land in the district, the first DPDs cover the period to 2026. The adopted Breckland LDF Core Strategy (2009) includes a Spatial vision for the future of Breckland and objectives and targets, which developments must meet to secure that vision. The Site Specifics Policies and Proposals Development Plan Document has been prepared in accordance with this Core Strategy.

1.2 The Site Specifics Policies and Proposals Document

- Takes account of national, regional and strategic planning policies;
- Identifies sites for, and requirements of, major development to deliver the adopted Spatial Strategy and Core Strategy policy;
- Provides the framework of policies for assessing planning applications on allocated sites;
- Enables infrastructure and service providers to bring forward their services when needed by new development;
- Enables the public to be fully involved in developing local policies and proposals; and
- Is accompanied by an updated Proposals Map including revised settlement boundaries in accordance with the adopted Core Strategy.

1.3 The Site Specifics Policies and Proposals DPD covers the whole of the District with the exception of Thetford and Attleborough and Snetterton Heath where two separate Area Action Plans are being prepared.

Community Involvement

1.4 The Site Specific Policies and Proposals DPD has been prepared following a programme of consultation and public participation. Consultation with the community on the Site Specifics in Breckland began in the Summer of 2008 with the publication of an Issues and Options document, following a formal call for sites in March/April 2008. This Issues and Options consultation took place over a 12 week period. This was followed by a 6 week further Issues and Options consultation in Spring 2009 to publicise additional sites received during the first Issues and Options period. Following the adoption of the Core Strategy in December 2009 the Council proceeded in June/July 2010 to a consultation on a Preferred Options document which gave people the opportunity to comment on how the local planning authority should approach the final content of the document. The Preferred Option document focused on preferred sites and settlement boundaries together with the opportunity to comment on reasonable alternatives.

1.5 The Pre-Submission document was published in January 2011 and was subject to a six-week long publication period, allowing people to make representations which were considered through the Examination process. A number of representations were received that sought the inclusion of additional, alternative or amended site allocations and settlement boundaries through the updated Proposals Map. The DPD was then submitted to the Secretary of State in April 2011. Further information on the plan preparation process can be found on the Council's website: www.breckland.gov.uk.

1.6 A Glossary of Technical and Other Terms is to be found at Appendix B.

1.2 Relationship to Core Strategy

1.7 Following the adoption of the Core Strategy and Development Control Policies on 17th December 2009, the Site Specific Policies and Proposals DPD allocates land as required by the housing and employment figures within the Core Strategy, which details the way in which the District is expected to develop. The Core Strategy and Development Control DPD provides the overarching strategy for the District, and is the document that all other documents need to be in conformity with. This will provide a key test at the examination in public. A DPD which is found at examination to be incoherent or inconsistent with the adopted Core Strategy would be found "unsound" and be rejected by an independent Government Planning Inspector.

1.8 Specifically, the Core Strategy sets out the following proposals for development across the district:

- Thetford will be the focus for growth within Breckland 6,000 new homes will be provided between 2001 and 2021, with a further 1,500 between 2021 and 2026. In addition to this, up to 5,000 net new jobs will be provided to 2026 and a total of 9,400 sqm of food and non-food retailing floorspace. The Thetford Area Action Plan will facilitate this growth.
- Away from Thetford, Attleborough will be the main focus of growth, accommodating in the range of 4,500 new homes over the plan period. Attleborough in combination with Snetterton between 1,500 and 2,000 net new jobs to 2021. Additionally 4,800 sqm of food and non-food retailing will be provided.
- Dereham will provide up to 2,000 new homes and between 900 and 1,800 net new jobs over the plan period. Retail floorspace in Dereham will increase 12,500 sqm over the plan period.
- The mid-sized market towns of Swaffham and Watton will experience lower levels of growth. Swaffham will provide approximately 600 houses and 300 - 650 new jobs over the remainder of the plan period. Watton will provide 350-500 new houses and 250 new jobs over the same period. Additionally, Watton will deliver 300 sqm and Swaffham 850 sqm of food and non-food retailing.
- Fourteen Local Service Centre villages have been identified, of which four will accommodate growth of between 50 and 100 dwellings. These are:
 - Harling
 - Narborough
 - Shipdham
 - Swanton Morley
- Snetterton Heath employment area will increase by 20 ha, and in combination with Attleborough will provide between 600 and 1,700 new jobs. This will be dealt with within the Attleborough and Snetterton Heath Area Action Plan.
- Rural settlements, away from the Local Service Centres, are expected to see limited growth over the plan period.

1.3 Relationship to Sustainability Appraisal

1.9 Local authorities are required under Section 39 of the Planning and Compulsory Purchase Act (2004) to produce a Sustainability Appraisal (SA) in conjunction with its Development Plan Documents. The SA will ensure that the key aims of sustainable development are taken into account, whilst also incorporating the requirements

of the of the European Strategic Environmental Assessment (SEA) Directive. The key aims of the SA are: social progress that recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and the maintenance of high and stable levels of economic growth and employment. In doing so, it will provide an opportunity to consider ways in which the plan or strategy can contribute to improvements in environmental, social and economic conditions as well as a means of identifying and addressing any adverse effects the policies and proposals might have.

1.10 As the Site Specific Policies and Proposals is a development plan document, it has required the preparation of a Sustainability Appraisal Report. This will provide an opportunity to assess the extent to which emerging policies and proposals help to achieve the relevant environmental, social and economic objectives.

1.11 The SEA is a requirement of European Directive 2001/42/EC needed for all plans begun after July 2004, that will have a significant effect upon the environment. The SEA is distinct from the SA in that it focuses solely on environmental concerns.

1.12 The SA, which will incorporate the SEA, has been made for representations to be made on its content over the same period as the publication for this document.

1.4 Relationship to Habitats Regulations

1.13 Regulation 102 of the Conservation of Habitats and Species Regulations (2010) requires plan making authorities to determine whether a plan is likely to have a significant effect upon any European Site. A European Site can include sites designated as Special Areas of Conservation (SACs) for their species and habitats, and Special Protection Areas (SPAs) designated for the protection of birds. In considering the implications of the Site Specific Policies and Proposals document, an Initial Appropriate Assessment Report has been undertaken in order to comply with the Habitat Regulations at this preferred sites stage. This document is available to view on the Breckland website.

1.14 In light of the findings of the Appropriate Assessment, mitigation measures may need to be put in place to remove any significant effects that the plan might have on a European Site. Mitigation measures include amendments made to policies/sites to remove elements that could have an effect, or to require other actions that can eliminate any effects.

1.5 Site Assessment

1.15 Sites allocated for development within the Site Specific Policies and Proposals DPD will have to be in conformity with the adopted Breckland Core Strategy, which itself needs to be in conformity with regional and national planning policies.

1.16 The sites proposed for development within this document are considered to be both the most sustainable options for development and also the most likely to be delivered within the plan period.
































1.17 Each site has been the subject of a comprehensive desk-based assessment using information held on the Council's GIS (i.e. archaeological records, flood risk, land quality etc). The desk based assessments have been augmented by site visits. Site visits have also enabled greater consideration to be given to the impact of neighbouring uses, environmental and transport issues specific to the site and landscape and amenity assessments to be made. The number of sites, likely to satisfy all of the objectives is quite minimal. The assessment questions that the sites have been compared to, include:

- Will the allocation for development be in accordance with the strategies and policies contained within the Breckland Core Strategy?
- Will the site facilitate the use of brownfield land? Will the allocation for development limit the loss of high grade agricultural land?

- Could the development allocation impact on European and International environmental designations (i.e. Ramsar, SAC, SPA)
- Could the development allocation impact upon other environmental designations (e.g. SSSI, Local Nature Reserve, County Wildlife Site etc.)
- Will the allocation be at risk from flooding, or will it increase flood risk within the locality?
- Is the site well related to the existing settlement, services and facilities?
- Is the site deliverable (market viability, desirability, contaminated land)
- Will the development improve the quality, quantity and accessibility of open space? Could the allocation result in a loss of open accessible open space? (e.g. Playing fields, play areas, amenity green spaces, allotments)
- Will the development increase the vitality and viability of existing town centres?
- Could the allocation help people gain access to satisfying work, appropriate to their skills, potential and place of residence?
- Improve the efficiency, competitiveness and adaptability of the local economy?
- Would the allocation site for development result in a loss of employment land?
- Would the allocation site impact upon local biodiversity.
- Could the allocation impact upon the historic environment?
- Could the allocation have a detrimental impact on the landscape/townscape
- Will the allocation have an impact on infrastructure capacity? (e.g. Water, drainage, sewage, schools, health services) Can this impact on infrastructure be overcome?
- Will the development have an impact on amenity? (e.g. Overlooking, noise and light pollution)
- Could the allocation for development impact upon the local highways network?

1.18 All site options and changes to settlement boundaries have also been tested through the Sustainability Appraisal criteria. The framework for testing the options can be found in 6 'Appendix A Sustainability Appraisal Framework'

1.6 Key to Maps

Legend	
	Proposed Allocation
	Saved Employment Allocations
	Settlement Boundary
	Open Space
	Proposed Open Space
	Ramsar
	Local Nature Reserve (LNR)
	Special Protection Area (SPA)
	Site of Special Scientific Interest (SSSI)
	County Wildlife Site (CWS)
	Special Area of Conservation (SAC)
	Roadside Nature Reserve
	Ancient Woodlands
	Regionally Important Geological Site (RIGS)
	National Nature Reserve (NNR)
	Conservation Area
	Listed Buildings
	Historic Parks & Gardens
	Site of Archaeological & Historical Interest
	Scheduled Monuments
	Flood Zone 2
	Flood Zone 3a
	Flood Zone 3b
	Town Centre
	Primary Shopping Area
	Secondary Frontage
	Primary Frontage
	General Employment Area
	Nesting Site Buffer (Stone Curlew)
	SPA Buffer (Stone Curlew)
	Parish

2 Site Allocations

2.1 Dereham

2.1 Dereham is identified in the Breckland Core Strategy as a Market Town which will see moderate levels of growth over the period to 2026. The town will provide an additional 1,971 new homes over the plan period, and approximately 5-10 hectares of employment land plus additional retail floorspace. Of the 2,010 new homes, 1,476 already have the benefit of planning permission or have been completed at 31st March 2010. Therefore, as per the Core Strategy land for an additional 600 homes is to be allocated in the period up to 2026.

2.2 Evidence to support the housing numbers for Dereham in the adopted Core Strategy suggests that there is broadly sufficient infrastructure capacity to accommodate the proposed level of growth, although some local infrastructure will require upgrading such as sewerage pipes, as well as transport improvements. In terms of community infrastructure, it is likely that improvements will be needed to rural bus services in and around Dereham in common with other market towns being identified for growth. New development will have to contribute to the expansion of primary and nursery schools and primary healthcare provision will need to be slightly expanded.

2.3 The town's employment areas are located in close proximity to the A47 trunk road and include the three key employment areas at Yaxham Road, Rash's Green and Dereham Business Park. These employment areas include some larger enterprises as well as a range of small to medium size enterprises, with stock of a range of ages. The Breckland Employment Land Review (2006) recognises Dereham as having good potential for economic growth in the plan period and this is reflected in the area to be allocated.

2.4 The Dereham stream (a tributary of the River Wensum) flows through the town and is culverted through a large part of the urban area. To the south of the town, the River Tud flows west to east on to Badley Moor which is a European protected site(SAC). There are a number of areas to the west of the town (towards Scarning Parish) that are at risk of fluvial flooding. Furthermore, the Breckland Strategic Flood Risk Assessment has identified previous events of localised sewer flooding around Norwich Road, Swanton Road and across the Toftwood area.

2.5 To meet the Core Strategy requirement for new housing it is necessary to identify a number of new sites for development in this document, the majority of which will be on greenfield land. The agricultural land surrounding Dereham is predominantly grade 3, but does include some limited pockets of grade 2.

2.6 In considering landscape character, the town is bordered by two landscape character types spread over five areas as identified in the Breckland Landscape Character Assessment settlement fringe study. The majority of the town is classified as being at a moderate-high sensitivity to built development, with an area to the south east of the town (Old Hall tributary Farmland) identified as moderate sensitivity to built development. Dereham also has a number of important green corridors that run through a number of areas of the town linking key areas of importance, particularly for biodiversity and these have been highlighted in the Dereham Green Infrastructure Study.

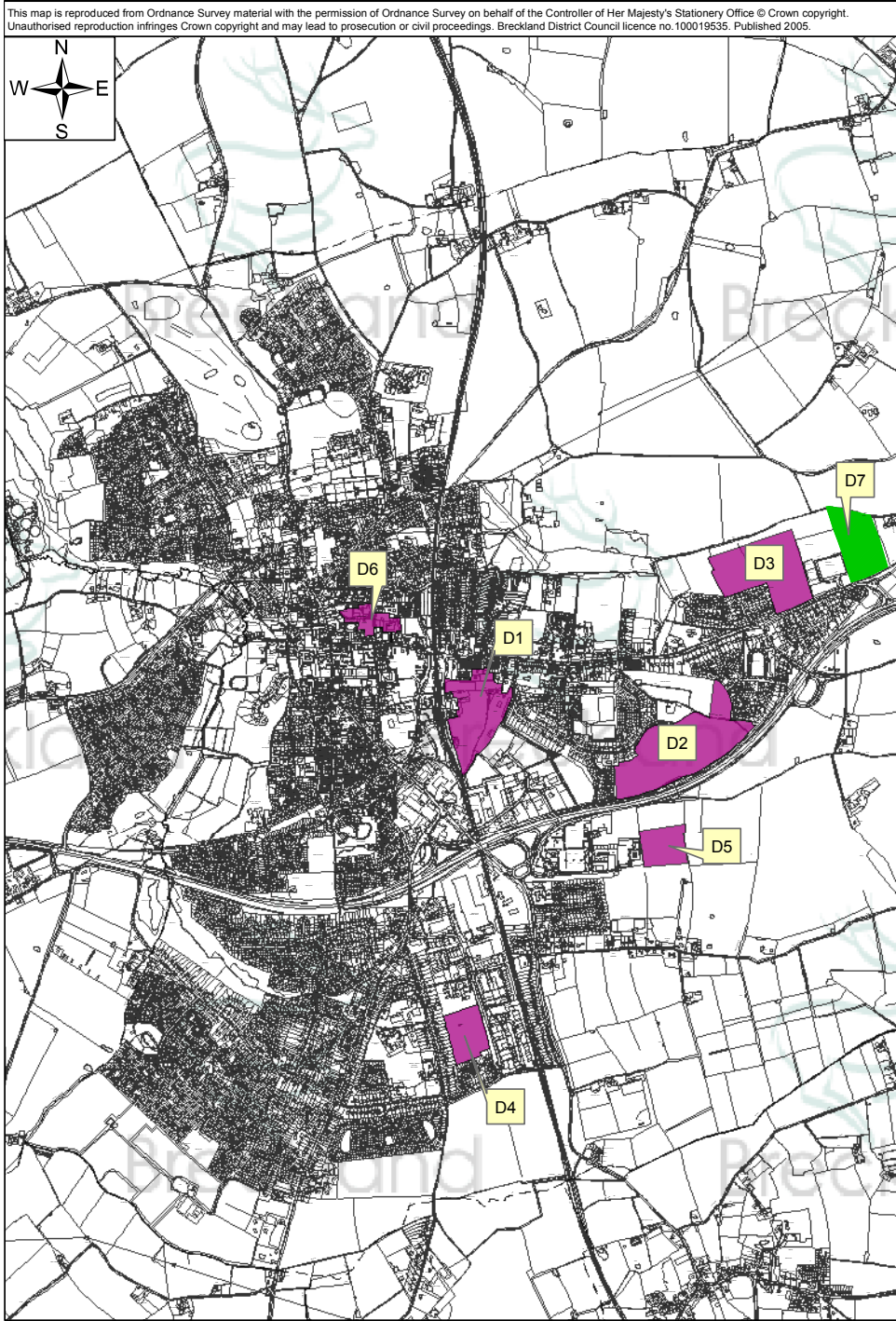
2.7 Dereham is an historic market town with a wealth of historic buildings, spaces and interlinking streetscapes. The quality of its historic environment can be best qualified by its numerous historic assets, spanning several centuries, including an extensive conservation area and numerous listed buildings including the Parish church of St. Nicholas with its detached bell tower and the Bishop Bonner museum which is adjacent to it.

2.8 Delivery of housing in Dereham is directly linked to the waste water infrastructure and in particular capacity within the local waste water treatment network. Capacity issues at Dereham reflect constraints on the ability to treat additional volumes of water to a quality capable of being discharged into the River Wensum (which is a European protected SAC site). The detailed Water Cycle Study (2010) identified that a manageable solution for waste water in Dereham could include a phased approach to housing delivery which reflects demographical changes within the existing urban area (decreasing average household occupation) and thus enables additional

discharge to be accommodated (MM10). This approach has been accepted elsewhere by OFWAT - the regulatory body. As a consequence, the detailed Water Cycle Study recommends an annual housing delivery rate of up to 80 homes and to ensure this is achieved policies in relation to sites D1 and D2 include the need to phase the delivery of these sites to a timeframe where capacity is available in the Dereham Waste Water Treatment Works.

2.9 Further options for Dereham's waste water solution may identify earlier opportunities to bring development forward where there is agreement from Anglian Water and the Environment Agency and this will be negotiated on a case by case basis. Initial option work has identified that a deliverable solution to release capacity at Dereham WwTW is available by utilising an alternative Waste Water Treatment Works in a neighbouring catchment immediately to the east of the town that may be able to accommodate additional flows. Both the Environment Agency and Anglian Water are responsive to developing this option to support delivery of the allocations in this document.

Dereham Allocations



Map 2.1 Dereham

The Old Maltings, Norwich Road

Policy D1

The Old Maltings

Land amounting to 6 hectares is allocated for residential development of approximately 180 dwellings. At least 0.1 hectares of children's play space will be provided within the site including a LEAP. Development will be permitted subject to compliance with adopted Core Strategy Policies and the following criteria:

- a. Principal access to the site is provided from Norwich Road, with secondary access provided onto Greenfields Road;
- b. The scheme design, whilst preserving and enhancing, is complementary to the special interest of the existing heritage assets. The scheme design proposal will be informed via a detailed appraisal of the assets significance;
- c. Development respects the amenity of the existing dwellings within or adjoining the site;
- d. Important trees on site are retained and included as part of the landscaping scheme;
- e. Dedicated pedestrian and cycle links are provided to Norwich Road and to Greens Road; and
- f. Suitable upgrades to the foul sewerage network are secured.

Development of this site is phased for delivery in the period between 2014 and 2019 in order to secure a continuous supply of housing land over the Plan period and allow for necessary improvements to strategic infrastructure including confirmation of capacity at an appropriate Waste Water Treatment Works and suitable sewerage network. The release of the site will also be subject to the preparation and agreement of a masterplan with the Local Planning Authority.

The Council will, in consultation with the Highway Authority, seek appropriate contributions for off-site highway improvements along Norwich Road.

Reasoned Justification

2.10 The site comprises approximately 6 hectares of previously-developed land which includes the former Maltings at Norwich Road, Dereham. The site is located close to the town centre and is an area of primarily vacant and derelict land that includes areas of remaining hard standing and the foundations of previous structures. The eastern extent of the site includes some existing low-intensity industrial activities taking place as well as a range of dated agricultural/ industrial buildings which are currently still occupied. The maltings buildings are both an important heritage asset and a prominent standing record of the town's industrial past. The maltings are described in the statutory listing as being 'a very complete rare survival of a medium sized maltings'; this rarity is confirmed by the listing at grade II*.

2.11 The main component of the site includes land associated with the former Maltings which is currently accessed from Norwich Road by a single track roadway adjacent to the former Maltings building itself. An additional access point to the east of the site exists which is currently used by the existing engineering and haulage operators. The site also includes a number of areas of mature tree borders that segregate parts of the site, some of which separate the areas of the site that are currently in different ownerships. These borders also form key landscape corridors through the site. There are also a number of existing dwellings within and adjacent to the site and it is important that the amenity of those residents is not adversely affected by the development.

2.12 The provision of safe Highway access is a key requirement for development and the access point to Norwich Road will require upgrading to enable two-way traffic. An alternative secondary access will be required to the eastern extent of the site on to Greenfields Road. However, the existing Norwich Road access could form the principal access, although it is expected that this should also deliver a safe pedestrian/ cycle link from the site to the town centre to be secured at this point.

2.13 The site has some contamination issues as a result of it's previous uses. These include a brewery, filled quarry, brick manufacturing, and a tannery. However, although remediation will be required, this will enable a safe and viable development to take place. The Dereham Stream also flows through the site although this is culverted and will need to be taken in to account in any redevelopment scheme. Development should ensure that surface water disposal does not result in harm to the stream, and as a result the receiving watercourse.

Land off Greenfields Road

Policy D2

Land off Greenfields Road

Land amounting to approximately 12 hectares is allocated for residential development of 220 dwellings. A minimum of 1.32 hectares of open space will be provided on site including the provision of 2 x LEAPs and an area for outdoor sports. Residential development will be permitted subject to compliance with adopted policies in the Core Strategy and the following criteria:

- a. Development shall provide a vehicular link between Greenfields Road and Wheatcroft Way;
- b. The layout of the site and provision of open space will have regard to the Dereham Green Infrastructure Study and the setting of the Dereham windmill to protect the interest of the heritage asset;
- c. Appropriate noise attenuation measures are provided at the border of the site with the A47 trunk road, if required; and
- d. Suitable upgrades to the foul sewerage network are secured.

Development of this site is phased for delivery in the period between 2013 and 2018 in order to secure a continuous supply of housing land over the Plan period and allow for necessary improvements to strategic infrastructure including confirmation of capacity at an appropriate Waste Water Treatment Works and suitable sewerage network.

The Council will in conjunction with the Highway authority seek contributions for any necessary off-site highway improvements to minimise the impact of the development.

Reasoned Justification

2.14 The site comprises an area of agricultural land extending to approximately 12 hectares which is located between Greenfields Road, Wheatcroft Way and the A47 trunk road to the east of Dereham. The site is flat and open with views across from the Dereham windmill to the border of recent developments at Rowan Drive/ Fern Close. The curtilage of the Listed Dereham Windmill represents a key green space within the wider site.

2.15 The site has vehicular highway access from the east and west via the existing residential developments at Greenfields Road and Wheatcroft Way. Development of the site should provide for the joining of the existing access roads and will enable the site to achieve two points of access on to Norwich Road. This will ensure that the highway access is delivered in accordance with the requirements of Norfolk County Council's standards. Providing two points of access will also enhance opportunities for improved public transport, walking and cycling links to this area and development should make appropriate provision for these modes through the site layout. The Council will also consider the need for any appropriate traffic calming measures, the need for which will be considered through a Transport Assessment.

2.16 The site has few physical constraints present; however, it is expected that some noise attenuation measures bordering the A47 may be required as has been the case for adjacent development at Rowan Drive/ Fern Close. This may affect the form of any development on site and it is expected that this will be considered through the subsequent detailed site layout as part of future Planning Applications. The Council may also seek appropriate off-site highway contributions to improve access points on Norwich Road to provide for the additional traffic created by the development. The detail of any requirements will be considered at the detailed Planning Application stage and assessed through a Transport Assessment.

2.17 The Water Cycle Study indicates that development in this area will require new strategic sewerage infrastructure off-site, and development will be expected to provide appropriate upgrades to the local sewerage network.

Land east of Windmill Avenue

Policy D3

Land east of Windmill Avenue

Land amounting to 8.8 hectares is allocated for residential development of approximately 200 dwellings. Provision shall be made for at least 1.15 hectares of open space on site including the provision of 2 x LEAPs and an area for outdoor sports. Development will be permitted subject to compliance with adopted policies in the Core Strategy and the following criteria:

- a. Principal highway access will be provided on to Norwich Road between Windmill Avenue and Dereham Town Football Club;
- b. The open space requirement shall be set out in a manner which maximises opportunities to enhance biodiversity corridors including the setting of Shilling Lane; and
- c. Suitable upgrades to the foul sewerage network are secured.

The Council will in conjunction with the Highway authority seek contributions for any necessary off site highway improvements at Norwich Road to minimise the impact of the development.

Reasoned Justification

2.18 The site comprises an area of agricultural land to the east of Dereham situated between existing development at Windmill Avenue, Dereham Town Football Club with the historic Shilling Lane to the north. The site is a flat and open arable field with hedging that includes a number of mature trees on its borders. The site has an existing access directly on to Norwich Road and has good visibility in both directions allowing for safe access and egress. The site is bisected by overhead power cables that run from north to south, and development will need to take this into account by providing underground or other solutions.

2.19 The site adjoins Shilling Lane to the north which is recognised in the Dereham Green Infrastructure Study as an important corridor between Neatherd and Etling Green. Development to the east of Windmill Avenue should not only protect this corridor but enhance it by securing appropriate green space to the north of the site.

2.20 The relationship of the site to Dereham Town Football Club means that the detailed site layout should have regard to possible light pollution from this surrounding use, and solutions developed to mitigate any potential impact on residential amenity. Development of this site may also require off-site highway improvements in combination with other proposed allocations in the east of Dereham, and as such, the Council may seek appropriate contributions if necessary.

2.21 The Water Cycle Study indicates that development in this area will require new strategic sewerage infrastructure, although it should be noted that this not unique to this site. Any development in Dereham will therefore impact upon the waste water network as well as requiring appropriate contributions for community infrastructure but these issues are not site specific and as such are not highlighted as a risk to development in isolation.

Land at Rash's Green Industrial Estate

Policy D4

Land at Rash's Green Industrial Estate

Land amounting to 3.1 hectares is allocated for employment development (Use Classes B1, B2 and B8) off Rash's Green Industrial Estate. Development will be permitted subject to compliance with adopted policies in the Core Strategy and the following criteria:

- a. Principal highway access is provided from Rash's Green;
- b. All important boundary trees are retained, and where possible included within detailed site layout;
- c. Appropriate boundary treatments are provided bordering existing residential development; and
- d. Suitable noise attenuation measures are provided to avoid harm to residential amenity (if necessary).

The Council will impose suitable conditions on development limiting the hours of operation of employment uses to avoid harm to the amenity of surrounding residential properties.

Reasoned Justification

2.22 The site comprises an area of undeveloped land located off Rash's Green Industrial Estate which is well-related to the A47 Trunk road and the A1075 which links the north and south of the District. The area is currently underused albeit with visible evidence of use as informal open space. The site is surrounded by low density housing on two sides and industrial development to the remainder. The site is predominantly industrial in character and this impression is compounded by the surrounding employment uses. There are a number of mature trees on the site's borders, and the Council wishes to see important specimens retained and incorporated within the future layout of the site.

2.23 The principal highway access to the site is to be delivered from Rash's Green which will enable commercial traffic to utilise the existing industrial estate roads without the need for additional upgrading.

2.24 The surrounding industrial development at Rash's Green has been developed over a considerable number of years and the activities taking place on the estate have not been restricted by any hours of operation conditions. The proximity of residential development means that the use of this site for industrial development should not adversely affect the amenity of those properties at Westfield Road. Therefore, the Council will impose appropriate conditions on detailed development proposals limiting hours of operation to ensure that residential amenity is not harmed.

2.25 Development proposals on this site for use within class B1(a) of the Use Classes Order (as amended) will be subject to the provisions of the adopted Core Strategy and National Planning Policy⁽¹⁾ including the sequential approach except where this is an ancillary element of a wider proposal for industrial development.

1 currently PPS4, or a successor document

Land at Dereham Business Park

Policy D5

Land east of Dereham Business Park

Land amounting to 3.1 hectares is allocated for employment use (within Classes B1, B2 and B8 of the Use Classes Order, as amended) to the east of Dereham Business Park. Development will be permitted subject to compliance with adopted policies in the Core Strategy and the following criteria:

- a. Vehicular access is provided via Kingston Road/ Walpole Loke, and should include the provision of necessary highway improvements to ensure highway safety;
- b. Appropriate footpaths and cycleways are provided linking the site with existing footways at Yaxham Road as well as a footway to the north through to Cherry Lane;
- c. Suitable noise attenuation measures (which could include building design measures, screening, fencing or bunding) are provided to avoid harm to surrounding residential amenity;
- d. Important boundary trees are retained as part of detailed landscaping schemes;
- e. Existing boundary screening is retained and enhanced to include new structural landscaping to minimise the visual impact of development and extent of new build development into the open countryside;
- f. Development is laid out in a manner that does not preclude the potential for future development in the vicinity; and
- g. Appropriate sustainable surface water attenuation measures are provided, and where possible included as part of landscaping schemes.

The Council will consider the need to impose appropriate conditions limiting the hours of operation of businesses to ensure the amenity of any proximate residential development is not harmed.

Reasoned Justification

2.26 This site comprises an area of agricultural land located to the east of Dereham, east of the existing Dereham Business Park. The site is bordered by existing development at Walpole Loke, including the Breckland Council Offices. The site has limited screening at the eastern boundary and development would represent a new edge to the built form of Dereham.

2.27 Proposals for development on this site within Classes B1, B2 and B8 of the Use Classes Order 1987 (as amended) will be permitted subject to the above policy and the provisions of the adopted Core Strategy to meet part of the strategic requirement for new employment land in Dereham.

2.28 The site is to be accessed via Kingston Road/ Walpole Loke and the Local Planning Authority will, in conjunction with the Highway Authority, seek appropriate contributions for enhancements to the local highway network should these be required. The development should also provide suitable footpath and cycle provision to link the site to Yaxham Road to enable greater opportunities to access the site by these modes. Detailed proposals should also make appropriate provision of a footway/ cycle link from the development north to Cherry Lane. This will enable enhanced opportunities for sustainable movements between new employment allocations and residential development to the east of Dereham.

2.29 New structural landscaping shall be provided to the eastern boundary of the site in order to minimise the visual impact of new built development on the open countryside. This is essential as the site will form a new edge to the settlement, which can currently be viewed from a number of important routes to the east of the town.

A structural landscaping scheme shall be provided as part of any detailed proposal and delivered prior to the completion of any commercial units. This will ensure that visual impact is minimised, but could also form part of a sustainable drainage scheme.

2.30 In order to ensure that the amenity of surrounding residential development is not adversely affected by the development of this allocation for employment use, the Local Planning Authority will consider the need to impose conditions on subsequent Planning Applications so that proposals include appropriate noise attenuation mitigation measures if required. These measures could include building design measures, screening, fencing or bunding which can control noise, although this will depend on the precise uses proposed.

Dereham Retail Allocation

Policy D6

Dereham Retail Allocation - Georges Road/ Nunn's Way to Cowper Road

Land extending between Georges Road/ Nunn's Way to Cowper Road is identified to accommodate a balance of around 4,900m² (net) comparison goods floor space, and 1,800m² (net) convenience floor space in Dereham to 2021. Development will be permitted subject to compliance with adopted policies in the Core Strategy and the following criteria:

- a. Prior to the submission of any Planning Application, a Development Brief or Masterplan for the site shall be produced and agreed by the Local Planning Authority;
- b. Development proposals should respect the setting, integrity and character of the Heritage Assets within and adjacent to the site;
- c. Proposals should have regard to the preservation and enhancement of the Conservation Area;
- d. Proposals should ensure that suitable areas for the servicing of new development are provided;
- e. Schemes enhance pedestrian access to the High Street, Norwich Street and to Wrights Walk and give full regard to the need to enhance footfall.
- f. Proposals provide appropriate enhancements to local public transport infrastructure.

The Local Planning Authority will expect that the redevelopment/ reorganisation of parking provision to accommodate the intensification of retail development is consistent with adopted Core Policies and any other relevant parking strategies for the town.

Reasoned Justification

2.31 Dereham is a key location in the shopping hierarchy in Breckland, and as such, the scale of new retail development was identified as part of the Core Strategy. The area is currently comprised of a number of parcels of land used as both formal and informal car parking, with some existing businesses and the Dereham Territorial Army Centre. The area lies partly within and adjacent the Conservation Area and also contains a Listed former engineering works at the corner of Cowper Road/ Georges Road. Within this area there are opportunities to extend the retail area of Dereham town centre.

2.32 The adopted Core Strategy identifies Dereham for additional comparison retail development of between 7,750-8,500m² up to 2018, and was drawn from evidence contained in the Breckland Retail and Town Centre Study (2007). The Council's latest Retail and Town Centre Study (2010) indicates the need to plan for an additional 1,700m² (net) comparison floorspace to 2016, and 4,931m² (net) by 2021. This level of floorspace can be accommodated within Dereham town centre and will deliver the strategic requirement for the town. The site also has potential to accommodate a further convenience (food) floorspace over the plan period as the Retail study indicates the need to plan for around 1,800m² convenience floorspace by 2021. This could include the provision of a small foodstore within the wider site area.

2.33 The area is within the identified 'town centre' boundary as set out in the adopted Proposals Map and as such is first preference for the location of additional retail development using the sequential approach as set out by PPS4. Part of the area could fall within the 'Primary Shopping Area' as indicated on the current adopted Proposals Map, although this would be dependant on scheme design.

2.34 The Council will expect the production of a Development Brief for the wider site in order to enable a detailed understanding of the proposed layout of development in the area. The redevelopment of any existing car parking shall have regard to the wider availability of parking in Dereham town centre and the findings of the

Council's Parking Task and Finish group. Although a Listed Building lies within the wider site, a sensitive scheme design should be developed that would ensure that the inclusion and retention of this building does not fundamentally constrain the intensification of this area.

2.35 Development should also ensure that the intensification of the area for retail development provides opportunities to enhance pedestrian footfall to the area as well as securing appropriate access to allow for circulation routes to the wider town centre area.

Dereham Open Space Allocation

Policy D7

Dereham Open Space Allocation

Approximately 4.5 hectares of land is allocated as Open Space for a new Cemetery on land to the east of Dereham Town Football Club. Planning permission for Open Space for a cemetery and ancillary buildings will be permitted subject to the following:

- a. Access to the site shall be provided from Norwich Road or B1110;
- b. Ancillary buildings associated with cemetery use will be acceptable provided these are sympathetically designed and compatible with landscape character;
- c. New structures do not result in the coalescence of built development with Etling Green; and
- d. Development does not adversely affect groundwater resources.

Improvements to enhance access to the site by foot and cycle will be sought as part of detailed Planning Applications. The Local Planning Authority will seek a planning obligation or legal agreement to ensure that improvements to footpaths and cycling are delivered.

The Local Planning Authority will require the submission of a risk assessment to ensure the safety of groundwater resources as part of detailed proposals for cemetery use.

Reasoned Justification

2.36 This site is allocated for Open Space for a new Dereham town cemetery. The site is currently an arable field to the eastern extent of the town and forms an important undeveloped area between the built form of Dereham and the hamlet of Etling Green. The identification of the site for open space and resultant minimal landscape impact of a cemetery would maintain the undeveloped separation between the town and Etling Green. Use of the site for a cemetery will also result in limited traffic movements to and from the site which would have limited highway access issues.

2.37 There are no constraints to the identification of this land as open space for cemetery use, although detailed proposals would be expected to give consideration to means of access which is currently constrained. However, the low traffic movements generated by cemetery use, combined with the proximity of a nearby bus stop could overcome this.

2.38 Dereham Town Council are the burial authority in this area. Supporting evidence commissioned by Dereham Town Council reveals that the land has suitable natural drainage properties ensuring that there will be no adverse impacts on groundwater as a result of burials. This supporting evidence has been endorsed by the Environment Agency. The delivery of a cemetery in this location is likely and Dereham Town Council as burial authority has confirmed funding in place to acquire the land. The Local Planning Authority will, in conjunction with the strategic advice of the Environment Agency, require the submission of a risk assessment to ensure cemetery development will not adversely affect groundwater resources.

2.2 Swaffham

2.39 Swaffham is identified in the Breckland Core Strategy as a Market Town which will see modest levels of growth over the period to 2026. The town will provide an additional 749 new homes over the remainder of the plan period, at least 5 hectares of employment land and approximately 1,000 sqm of non-food retailing. Of the 749 new homes, 499 have already have the benefit of planning permission. Therefore land for an additional 250 homes will need to be allocated.

2.40 Evidence to date suggests that there is sufficient infrastructure capacity to accommodate the proposed level of growth. The detailed Water Cycle Study states that there are no strategic sewers to the west of the town however there is a strategic sewer network serving the north and east of the town. As a result of this the study recommends that development should not go to the west of the town. It is likely that improvements will be needed to rural bus services in and around Swaffham. New development will have to contribute to the expansion of primary and nursery schools and primary healthcare will need to be slightly expanded.

2.41 The town's employment areas are concentrated in the north of the town with the principal location being the Eco-Tech employment area. This employment area has good links to the A47 and Swaffham is served by the X1 bus service which provides half-hourly links between Lowestoft and Peterborough. The Employment Land Review (2006) recognises this area as having the greatest potential for economic growth in the town.

2.42 The town has no watercourses and as such is not affected by fluvial flooding. However, the Breckland Strategic Flood Risk Assessment has identified previous events of localised sewer flooding around West Acre Road, Sporle Road and New Sporle Road.

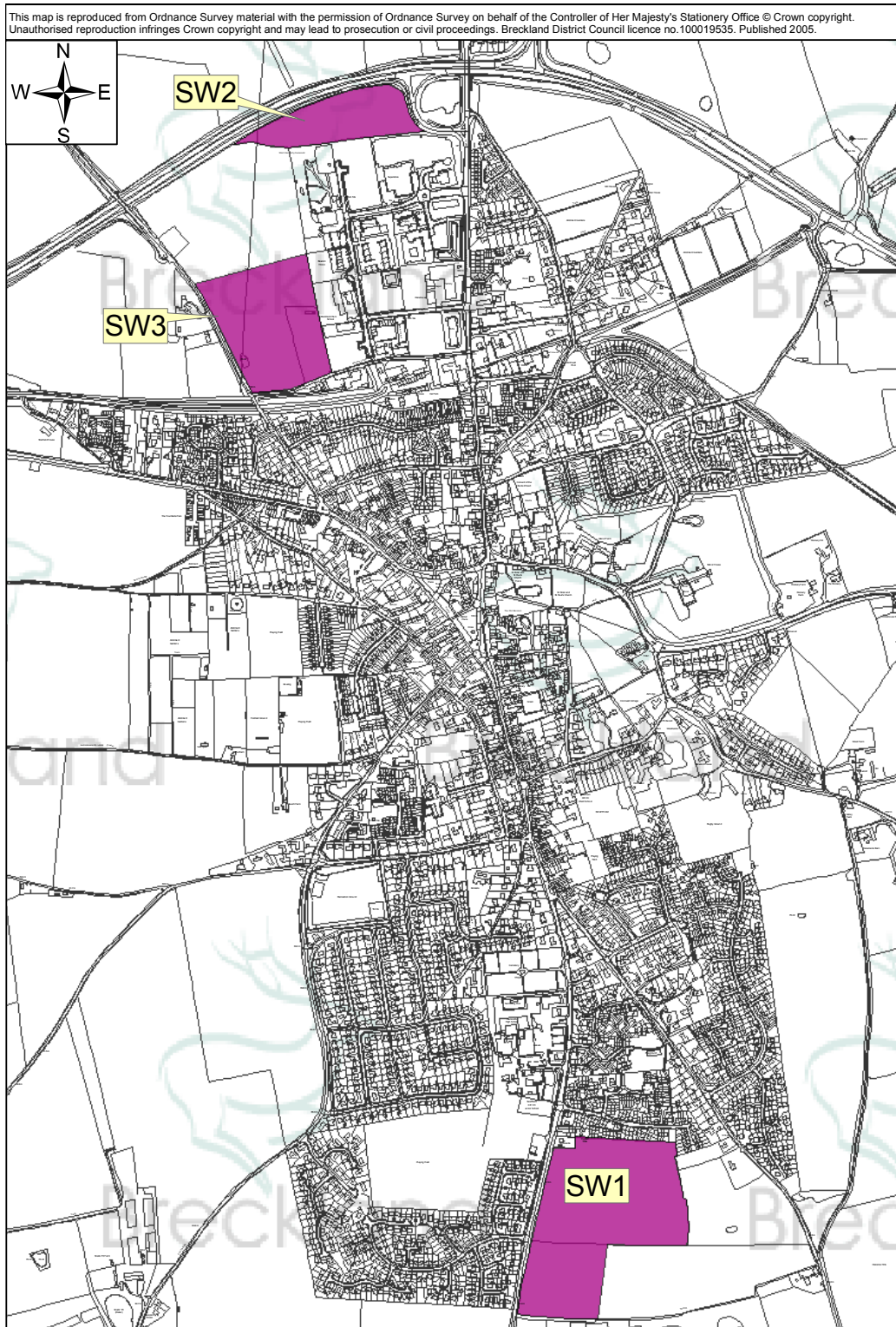
2.43 There are a small number of sites within the established built up area of Swaffham which may become available for development in future years, but none are of sufficient size to accommodate the number of dwellings required. To meet the Core Strategy requirement for new housing it will therefore be necessary to identify new greenfield sites for development. The agricultural land surrounding Swaffham is predominantly Grade 3. There is an area of Grade 2 agricultural land to the east of Swaffham. The proposed allocations are all on grade 3 land.

2.44 The town is bordered by three landscape character areas as identified in the Breckland Landscape Character Assessment. To the north west of the town is plateau farmland, to the west is the Brecks landscape character and to the east and south the landscape character consists of settled tributary farmland. The plateau farmland and the Brecks landscape character areas are identified in the Breckland Landscape Settlement Fringe Assessment as having a greater sensitivity to change. The Breckland Landscape Settlement Fringe Assessment states there is limited potential for expansion to the west of the town.

2.45 Swaffham has a rich historic environment with a Conservation Area, historic market place and a significant number of Listed Buildings in the centre of the town. The key gateways on Norwich Road and North Pickenham Road have a historical value with the Manor House and grounds on Norwich Road and a couple of listed farmhouses on North Pickenham Road. Therefore these gateways have an inherent sensitivity to change and new development.

2.46 To the south of Swaffham lie parcels of the Breckland SPA which accommodate Stone Curlews. The findings of the Habitats Regulations Assessment on the Core strategy suggest that development within 1,500m of these areas could have a significant impact on the Stone Curlew. Future development in Swaffham will have to avoid these areas.

Swaffham Allocations



Map 2.2 Summary of Swaffham Allocations

Policy SW1

Land to the east of Brandon Road and north of the Former Redland Tiles Site

Land amounting to approximately 10 hectares is allocated for a residential development of 250 dwellings. A minimum of 0.96 hectares of outdoor sport provision and 0.48 hectares of children's play space will be provided on site along with related landscaping and facilities. Development will be subject to compliance with adopted Core Strategy policies and:

- a. provision of safe access from Brandon Road with highways improvements as required;
- b. retention and enhancement of perimeter hedgerows and trees;
- c. provision of adequate planting and landscaping on the southern part of the eastern boundary;
- d. protection and enhancement of the existing right of way to south of the site;
- e. provision of pedestrian/cycle links to the right of way and residential development to the south;
- f. the layout of the development will have regard to the future potential of land to the east of the site including the potential to deliver strategic open space and highway links to Watton Road;
- g. the development of the site will be subject of a masterplan agreed with the Local Planning Authority prior to the submission of a planning application.

Reasoned Justification

2.47 This site covers one arable field and a small portion of another to the east of the A1065 Brandon Road. The site respects existing field boundaries in the northern section and historic field boundaries by the southern section. The allocation of the combined sites will improve the relationship of the residential development to the south on the former Redland Tiles site with the rest of the settlement. The northern field is contained by existing low-level hedgerows, the southern field is much larger and the development of the site would need to re-establish historic field boundaries through landscaping and planting. When the residential development to the south of the site is complete, the site will be bordered on three sides by residential development. To the east of the site are arable fields which rise in height above the level of Watton Road (B1077). The site is in close proximity to local schools and is approximately 1,200 metres from the town centre. There is currently a bus service to the town centre and Eco-Tech employment area from the road frontage on Brandon Road. This service will be improved as a result of Planning Obligation from the Redland Tiles residential development.

2.48 The site has a gentle slope downwards to the south east. There are few features of interest on the site apart from the existing hedgerows on the field boundaries. Safe access can be achieved to the site along Brandon Road. It is likely that some highway improvements will be needed such as a right hand lane turn into the site and extension to footpaths on the eastern side of Brandon Road.

2.49 In terms of infrastructure, an existing sewer runs under the site. However, evidence from the detailed Water Cycle Study suggests improvements may be necessary to deliver the number of dwellings proposed on the site and these will be secured through the planning process. Any planning application submitted for the site will provide evidence that the proposal has been developed through close working with Anglian Water to ensure that water efficiency measures, as per the requirements of policy CP8 of the adopted Core Strategy, demonstrate that the development can proceed within available waste water capacity.

2.50 The Breckland Landscape Settlement Fringe study identifies the landscape area as having a moderate sensitivity to change. Despite this, development on the site is unlikely to have a detrimental impact on the wider landscape as it is surrounded by development on three sides. The hedgerows and trees on the field boundaries should be retained as they provide a valuable contribution to the local landscape character.

2.51 Any phasing of the site will be addressed as part of negotiations in the grant of planning permission. This negotiation will also include any provision for the delivery of key infrastructure and services, including the provision of open space and affordable housing in accordance with the Development Plan.

Policy SW2

Land to the North of the Eco-Tech Centre

Land amounting to approximately 3 hectares is allocated for employment development. The development will provide a mix of B class units only. Development will be subject to compliance with adopted Core Strategy policies and:

- a. access provided only from the Eco-Tech Employment Area;
- b. provision of landscape buffer between the development and the A47 trunk road;
- c. development will not commence until vacant, developable land in the existing Eco-Tech centre has been developed.

Reasoned Justification

2.52 The site is a small arable field, between the Eco-Tech Employment Area and the A47 trunk road. The site is screened by trees and hedges on the western, eastern and southern boundaries. The development of the site would form a natural extension to the existing employment area. The site is approximately 3 hectares in size and will contribute to the employment needs for Swaffham as identified in the Core Strategy. The Eco-Tech employment area is served by a local bus service.

2.53 The site is of an irregular shape which will limit opportunities for large industrial units. Although employment uses are not regarded as noise sensitive developments in PPG24, in the interests of amenity a landscape buffer of planting should screen the development from the A47 trunk road.

2.54 There are currently a number of trees on the southern boundary of the site where the only safe point of access is located. Some of these trees will need to be removed in order to achieve a suitable access. The only safe point of access is through the existing employment area. This would involve road construction over Breckland Council and potentially third party land. These ownership constraints could affect the delivery of the site. However, they are not seen as insurmountable. There are still a number of vacant lots in the existing employment area. It is important to ensure that these lots are brought forward prior to the release of this site for employment land.

2.55 The site is well related to the A47 and the location is concluded by Breckland Council's Employment Land Review as being attractive to the market.

Policy SW3

Land to the West of the Eco-Tech Employment Area

Land amounting to approximately 5.8 hectares is allocated for employment development. The development will provide a mix of B class units only. Development will be subject to compliance with adopted Core Strategy policies and:

- a. access is provided only from the Eco-Tech Employment Area;
- b. provision of adequate planting and landscaping on exposed boundaries of the site;
- c. the layout and design of the site will have regard to the potential of adjoining land to the north of the site providing a long term option for employment development beyond 2026;
- d. provision of pedestrian/cycle access from West Acre Road;
- e. investigation and remediation of possible ground contamination;
- f. development will not commence until the land allocated by Policy SW2 has been implemented.

Reasoned Justification

2.56 The site consists of part of a larger arable field to the west of the Eco-Tech Employment Area. The site also covers a smaller field to the south-east corner of the allocation. The site is bounded by some dispersed residential development to the south on Bears Lane and to the west on West Acre Road but is otherwise located between employment development at Ecotech and the A47 bypass. Careful consideration will be given to the proposed employment uses on this site where they abut adjoining residential properties and regard will be given to amenity in the context of Development Plan policy and the content of PPS23 'Pollution' and PPG24 'Noise'.

2.57 Access to the site will need to be secured through the existing Ecotech site as the highway network from West Acre Road and Bears Lane is unacceptable for the potential traffic generated. Access onto both Bears Lane and West Acre Road will be limited to pedestrian and cycle access, given the benefit of providing a direct and attractive route from the site to the town centre.

2.58 The boundary between the site and the employment area consists of trees, hedges and fencing. The site has hedges on its boundary against West Acre Road and Bears Lane. There are also a number of small trees and hedging on the boundaries of the smaller field within the site. There is no planting or physical boundary to the site to the north. Therefore as part of any development proposal, landscaping and planting on the northern boundary would be required. However, the landscaping should not sterilise the potential for future expansion of the employment area to the north of the site. To the north and west of the site are arable fields. To the south of the site beyond Bears Lane is the dismantled railway line which provides a physical buffer to the residential estates to the south.

2.59 The development of the site would form an extension to the existing employment area. The site is approximately 5.8 hectares in size and will contribute to the employment needs for Swaffham identified in the Core Strategy.

2.60 The Breckland Landscape Character Assessment states that the land in this area, between the north of the town and the A47 has lower sensitivity to change than the rest of the character area due to the urbanising influence of adjacent employment areas. Therefore with appropriate screening to the north, impact on the

landscape will be minimal. There are a number of trees on the site and on the boundary. Some of these may have to be removed to achieve access to the site. However, any mature or valuable trees should be maintained as part of detailed proposals.

2.61 The detailed Water Cycle Study identifies that there is a lack of strategic sewer provision in this part of the town. This could be a constraint to the type of industry that could be developed on the site and detailed discussions with Anglian Water are encouraged prior to the submission of any Planning Application. There are no known energy constraints in bringing this site forward.

2.62 The ultimate delivery of the site will be dependant upon market conditions. In order to ensure the unnecessary early loss of undeveloped land, development will not commence on this site until the land allocated for employment under Policy SW2 has been brought forward by virtue of a detailed Planning Application. If there are material reasons why development cannot take place on SW2 first, development on this site will be considered for early release.

2.63 Part of the site is on a potentially backfilled quarry. Before planning permission can be granted a desk study and full site investigation including gas monitoring will be needed.

2.64 The site is well related to the A47 and the location is concluded by the Employment Land Review as being attractive to the market.

2.3 Watton

2.65 Watton has been identified as a Market Town in the Core Strategy which will accommodate modest housing and employment growth arising from predominantly local need so as to reduce the volume of out commuting and the potential relocation of existing businesses. The Core Strategy originally required that allocations are made for approximately 300 dwellings in Watton. This figure should be reduced to account for 61 dwellings that have been approved on sites outside of the existing settlement boundary for Watton prior to the adoption of this document. Therefore, the scale of housing allocation will be reduced. The capacity of the identified sites is 214 units which enables development on these sites to come forward at a density in line with local character. Housing need within the town will be further met extant Planning Permissions which total 497 homes within the existing settlement boundary as of 1st April 2011. The Core Strategy requires that sites are well integrated with the established built up area of the town in order to minimise the impact on the countryside and local wildlife, particularly Wayland Wood and the Breckland SPA.

2.66 Whilst identified as a market town, limited housing growth is being proposed in order to reflect the level of services and facilities available. Additionally, evidence indicates that there is limited potential for further economic growth in Watton and that the town mainly supports local businesses. Large scale growth runs the risk of undermining the small market town character of Watton which is derived from the historic and attractive nature of the town centre and from the varied countryside that surrounds the town. Particular concerns would accompany any growth to the west and south-west of the town because of the impact on European protected Habitats (the Breckland SPA).

2.67 Evidence to date demonstrates that the preferred development sites in Watton are deliverable and that there is sufficient infrastructure capacity to accommodate the proposed 250 new dwellings. Whilst they will require localised upgrades to the utility networks, there are no critical capacity issues or insurmountable barriers to development of this scale. In terms of community infrastructure there will be a need to upgrade Primary School education provision and health care provision to meet the expanded population. The scale of the upgrades is incremental and involves expanding existing provision rather than new facilities. Therefore contributions from development will be sought to secure off-site provision in accordance with Policy CP5 of the Core Strategy. The existing Secondary School (Wayland High) is considered to have sufficient capacity to absorb the anticipated growth in population.

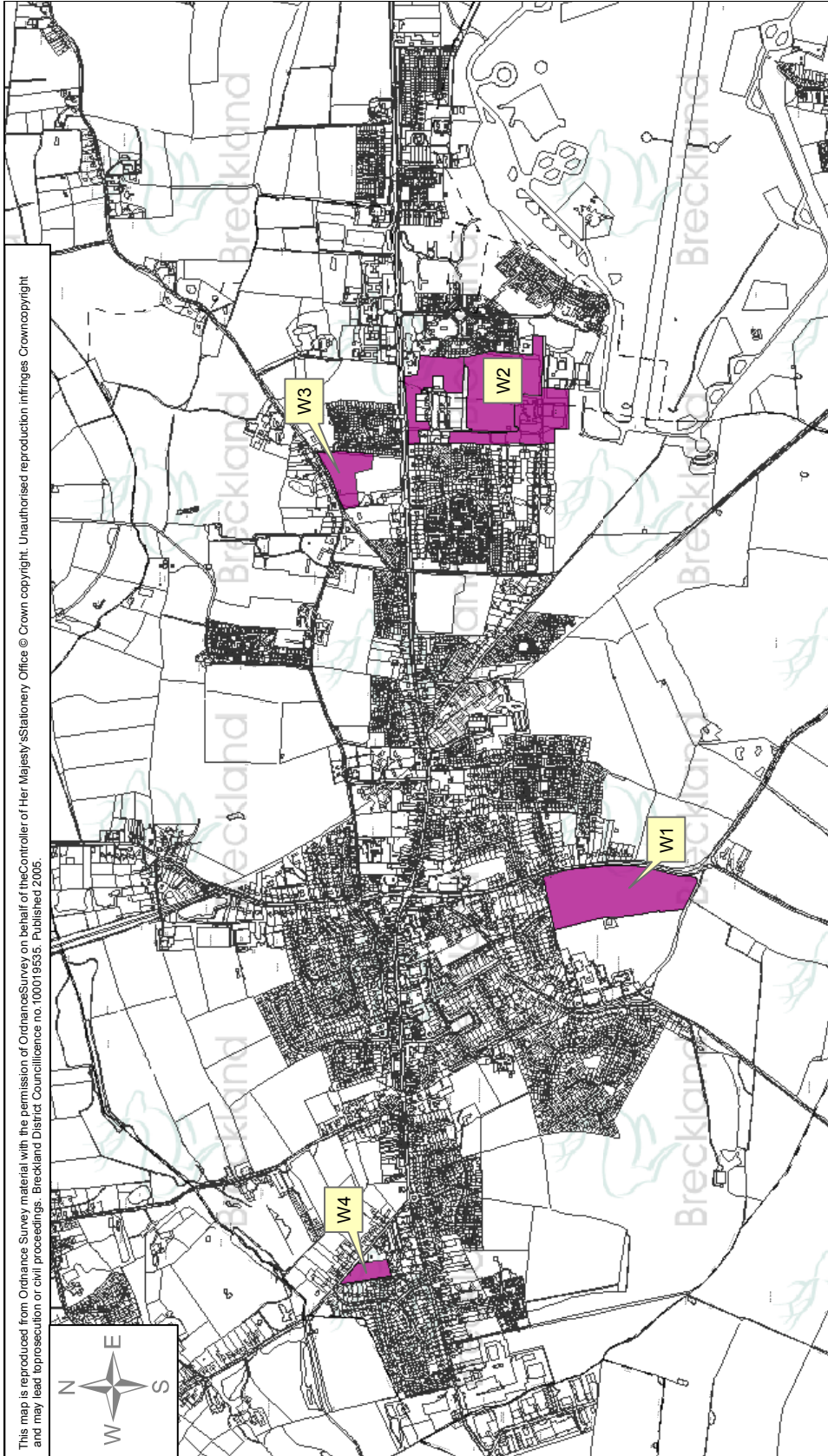
2.68 All proposed development areas in Watton would drain to Watton Waste Water Treatment Works (WWTW). Initial Stage 1 of the Water Cycle Study (WCS) states that in terms of waste water network capacity is best located to the west of the town. However this is not possible due to the proximity of the SPA. Further Stage 2 of the WCS identifies sufficient capacity to accommodate the projected growth up to 2026, although some extension would be required at the WWTW to treat additional load generated from proposed development. With regard to water resources there are no deficits in the supply/demand balance of water in Watton to the end of the plan period. Furthermore, there will be no requirement for a new water resource schemes in order to satisfy growth in the town. The refurbishment of the Carbrooke borehole source near Watton will meet any extra demand exerted by the proposed developments. However, it is expected that whilst there is adequate water supply infrastructure, developers would be responsible for funding local connections.

2.69 There are a small number of sites within the established built up area of Watton which may become available for development in future years, but none of sufficient size to accommodate the number of dwellings required. To meet the Core Strategy requirement for new housing it will therefore be necessary to identify new greenfield sites for development.

2.70 The north-west of the town and parts of the south-west are at risk from fluvial flooding. There are large areas of flood zone 3a which cover a number of promoted sites. There have been a number of historic sewer flooding events in and around the town centre. Development to the east of the town could exacerbate these issues unless suitable sewer infrastructure is delivered and appropriate measures are introduced to limit foul water entering the sewers.

2.71 The findings of the Habitats Regulations Assessment and the adverse effects of development on the Breckland Special Protection Area means that development towards the west of Watton is not acceptable.

Watton Allocations



Map 2.3 Summary of Watton Allocations

Policy W1

Land to west of A1075 and adjacent Wayland High School

Land amounting to approximately 6 hectares is allocated for a residential development of 100 dwellings together with 2.42 hectares for additional facilities and access to Wayland High School. A minimum of 0.2 hectares of children's play space will be provided on site along with related landscaping and facilities. Development will be subject to compliance with adopted Core Strategy policies and the following criteria:

- a. density of development will be directed by the local character of the area;
- b. vehicular access to the site will be provided from the A1075.
- c. retention and enhancement of perimeter hedgerows and trees, and enhancement of existing vegetation on adjacent land to the south of the site;
- d. provision of significant internal open space, hedgerows and tree planting within the site;
- e. agreement of a scheme to secure the appropriate management of the adjacent pond;
- f. provision of 2.42 hectares to facilitate the future expansion and enhancement of Wayland High School;
- g. provision of a pedestrian/cycleway to provide access to the high school and town centre along the northern boundary of the site.

Reasoned Justification

2.72 The site comprises an area of agricultural land to the south of Watton along the A1075. Significant landscaping can be found on site and important landscaping is present on land to the south. The A1075 lies directly adjacent to the eastern boundary of the site and the agricultural land acts as a buffer from the nearby SSSI Wayland Wood to the south-east. Wayland High School and associated playing fields are situated to the west of the site whilst to the north are residential properties leading back to the town centre. To the north-east of the site are residential properties and a petrol station and arable farmland to the south, although there is also a small commercial site (Barn Ruche) in this direction. Densities of up to 35 dwellings per hectare could be accommodated towards the northern boundary of the site, whereas densities slightly below the 30 per hectare would be acceptable along the eastern and southern boundaries of the site in order to respect the character of the area.

2.73 The site is level, predominantly in arable use and lacks any specific topographical features, however it is expected that the design solution and layout of any future planning application/s will take in to consideration the substantial trees and hedgerows along the majority of the four major boundaries of the site, including the Tree Preservation Orders (TPO's) along the western and north-eastern boundaries. Additionally, a pond potentially containing Great Crested Newts lies immediately adjacent to the west of the site. The Council will seek a wildlife survey to ensure appropriate mitigation measures to ensure that the pond is not affected by any future development. Landscaping on land adjacent to the south of the site would need to be increased to screen any residential development.

2.74 The principal access will be along Thetford Road (A1075) within the 30 mph limit away from the sharp bend at Barn Ruche with a link to the existing footway provision opposite. Whilst the visibility from Merton Road onto Memorial Way is good the visibility from Churchill Close onto Merton Road is substandard and not suitable to cater for any increase in vehicular movements. There is no scope to improve the visibility from Churchill Close onto Merton Road within the public highway and pedestrian or cycle access is currently not available from this site to Churchill Close. This is as a result of planning application 3PL/2010/0474/F to form a shared footway and cycle way facility which closes Churchill close off by a fencing and landscaping scheme.

Policy W2

Land to south of Norwich Road – Former RAF Officers Mess

Land amounting to approximately 10.55 hectares is allocated for residential development of 72 dwellings and open space provision within the site occupied by the former RAF Officers Mess. The site is split into three separate sections with the northern and southern sections allocated for residential development and the central section allocated for open space provision. Development will be subject to compliance with adopted Core Strategy policies and the following criteria:

Land amounting to approximately 2.25 hectares is allocated for residential development of 22 dwellings to the south of Norwich Road and west of Trenchard Crescent.

- a. requisite 0.17 hectares of open space will be provided on land west of Beverley and Sunderland Close;
- b. principal access to the site will be provided from Norwich road;
- c. pedestrian and cycle access will be provided to link Elworthy Close with Norwich road (via the eastern boundary of the open space allocation allocation, west of Beverley and Sunderland Close;
- d. regard shall be had to the character of the existing Norwich Road frontage;
- e. density of the development shall have regard to existing dwellings at Trenchard Crescent.

Land amounting to approximately 3.3 hectares is allocated for residential development of approximately 50 dwellings on the site occupied by former MOD buildings between Portal Avenue and Dowding Road.

- f. requisite 0.28 hectares of open space will be provided on land west of Beverley and Sunderland Close;
- g. principal access to the site will be provided from Norwich Road with a secondary access for emergency vehicles via Portal Avenue;
- h. enhancements to pedestrian/cycle links to Norwich Road and Elworthy Close to Tedder Close;
- i. density of development shall have regard to the character of surrounding residential developments;

Land amounting to approximately 5 hectares is allocated as open space for outdoor sports, children's play and amenity space provision on land to the west of Beverley and Sunderland Close.

- j. a Locally Equipped Area for Play (LEAP) shall be provided in the western part of this central open space allocation;
- k. appropriate footpaths and cycle ways are provided to link the site with existing footways at Elworthy Close and Norwich Road along the eastern boundary of the site;

Development will be subject to a comprehensive masterplan agreed with the Local Planning Authority prior to the submission of any planning application. The masterplan will include appropriate pedestrian, cycle and vehicle links and enhancements to the surrounding networks. All existing protected and significant trees on site will retained and included within the detailed site design.

Appropriate contributions for maintenance of the open space shall be secured in accordance with the provisions of the adopted Core Strategy policy.

Reasoned Justification

2.75 The site comprises the former RAF Officers Mess of approximately 10.55 hectares and is a mix of privately owned open space and brownfield land. The site is split into three separate sections with land to the south of Norwich Road and west of Trenchard Crescent, and the site occupied by former MOD buildings between Portal Avenue and Dowding Road allocated for residential development.

2.76 The central section of land to the west of Beverley and Sunderland Close is allocated for open space provision to serve requirements arising from housing developments of W2, and other consented residential development that require off-site provision.

2.77 There are no fundamental constraints to the identification of this land for residential and open space development, although, development of this site will need to be treated in a comprehensive manner to ensure appropriate pedestrian, cycle and vehicle links and enhancements to the surrounding networks, including access improvements to and through existing residential developments of Tedder Close on the RAF technical site.

2.78 Any scheme would be expected to retain all protected trees including significant mature trees found along the northern and western boundaries of the site in order to enhance to improve the visual amenity of the area. New structural landscaping shall be provided along the southern boundary in order to minimise the visual impact of new built development on the open countryside required to create a strong field boundary in accordance with the Breckland District Fringe Settlement Landscape Assessment.

Policy W3

Land to north of Norwich Road and south of Watton Green

Land amounting to approximately 1.85 hectares is allocated for a residential development of approximately 25 dwellings together with a minimum of 500 m² of children's play space provided on site. Development will be subject to compliance with adopted Core Strategy policies and the following criteria:

- a. principal access will be provided on to Norwich Road with no vehicular access provided on to Watton Green;
- b. density of development will be directed by the local character of the area by ensuring that only low density housing with rear gardens backing onto Watton Green will be permitted;
- c. perimeter hedgerows and trees, especially along the northern boundary of the site are retained and enhanced;
- d. new provision of internal open space, hedgerows and tree planting within the site;
- e. agreement of a scheme to secure the appropriate management of the lightly wooded area to the west of the site and of the ditch to the east of the site, in the interests of biodiversity;
- f. provision of pedestrian and cycle links through the site to Norwich Road and onto Watton town centre and local schools;
- g. relocation of the attenuation pond to contain the critical 1 in 100 year plus climate change storm event;
- h. provision of on site children's play area in close proximity to the existing planning permission to the south of the site.

Reasoned Justification

2.79 This is an area of tree lined arable land to the east of Watton where planning permission has already been granted for the erection of a crèche/nursery facility and 67 dwellings on the southern section of the site. Residential properties can be found to the north of the site along Watton Green and to the east of the site. To the north-west of the site is a large dwelling and to the south-west of the site are vacant buildings that were previously used as a children's centre. To the south of the site, on the opposite side of Norwich Road, are residential estates.

2.80 Density shall reflect the rural character of the area where it should be significantly lower towards its northern boundary. Whilst the approved development to the south of the site includes housing of a relatively high density, the northern section of the site would lie in close proximity to existing, low density housing along Watton Green. To maintain the rural feel along this road, any housing in close proximity to the northern section of the site would have to be at a low density to protect the form and character of the area.

2.81 Its rural character and landscape features play an important part in shaping the delivery of this allocation. At the detailed Planning Application stage, the scheme design should give full regard and protection to the protected tree along the western boundary of the site and the mature hedgerow along the northern boundary of the site, an important rural feature along the southern side of Watton Green. An initial wildlife survey indicates that a small wooded area to the west of the site, and a ditch to the east of the site, could be of importance to biodiversity.

2.82 Further growth in residential properties would have to take account of the current planning permission which includes provision of an attenuation pond to contain the critical 1 in 100 year plus climate change storm event.

2.83 The provision of safe access is a key requirement with access being restricted to Norwich Road only using the layout and highways scheme which gained residential planning approval on the southern section of this site. Carbrooke Road is considered inadequate and substandard to cater for additional traffic movements. Access from Norwich Road will include improvements to the existing highway to allow for improved walking and cycling to Watton Town Centre and local schools at a standard acceptable to the Local Transport Authority. The site lies within the 40 mph limit and the 30 mph limit to the west may be needed to be moved to cover this access point.

2.84 A 225 DIA pumped Sewer runs along the southern boundary of the site and it is expected that a contribution towards infrastructure would be required in this area.

Policy W4

Land adjacent to Swaffham Road

Land amounting to approximately 1 hectare is allocated for a residential development of approximately 17 dwellings. Development will be subject to compliance with adopted Core Strategy policies and the following criteria:

- a. utilisation of existing vehicular access on to Swaffham Road;
- b. density of development will be directed by the local character of the area;
- c. provision of a pedestrian crossing point to link the site to the existing footway on Swaffham Road pedestrian access way onto Three Post Road;
- d. agreement of a scheme to secure the appropriate protection of any bats on site;
- e. all existing protected and significant trees and hedges on site will retained and included within the detailed site design.

The Council will seek appropriate on site open space and affordable housing requirements secured in compliance with the provisions of the adopted Core Strategy policies.

Reasoned Justification

2.85 The site comprises an area of land of approximately 1 hectare located on land to the north-west of Watton inside the existing built up area. The site is surrounded by existing residential development consisting of primarily detached dwellings with generous amenity land. The site was previously allocated for open space in the Breckland Local Plan (1999), however was not implemented.

2.86 The site has few physical constraints. Planning permission has been granted for the erection of 8 dwellings and a new roadway to the south-east corner of the site. This will provide the vehicular access into site W4.

2.87 The Council will expect a landscaping scheme to be provided as part of any detailed proposal to ensure protection to existing protected trees and mature hedges on site. Furthermore, a scheme to secure the appropriate protection of any potential bats on site will be required.

2.4 Harling

2.88 Harling has been identified as one of four larger villages in the District which will accommodate modest estate scale growth. The Core Strategy states that Harling will receive an allocation of 50 new homes. The Core Strategy requires that sites are well integrated with the established built up area of the village in order to minimise the impact on the countryside. This figure has since been achieved by decisions of the Local Planning Authority to approve Planning Applications for residential development in Harling in advance of this Site Specifics document. A total of 65 homes have been approved in Harling since early 2009. This has been achieved in part through the grant of permission on the preferred site for residential development at Kenninghall Road for 40 dwellings in 2010. However, prior to this decision the Local Planning Authority had granted planning permissions on two separate but adjoining schemes (10 and 15 dwellings) at Lopham Road on a site identified at the Preferred Options stage as a reasonable alternative site. All of these proposals were outside the existing settlement boundary and approved under provisions in PPS3 'Housing' which required the favourable consideration of residential proposals in the absence of a five year land supply. As a consequence there is no need to allocate land through this Development Plan Document to meet the requirements of the Core Strategy for Harling.

2.89 Given that development has formally commenced at the Lopham Road site for 10 dwellings the settlement boundary has been amended to include this site. The adjoining site for 15 dwellings is excluded from the settlement boundary as the site was permitted at a time of acute shortage of housing land which will be addressed by the progression of this Site Specifics document and by the decision to permit 40 dwellings on the Council's preferred site at Kenninghall Road. Accordingly the settlement boundary will also be amended to include the planning permission at Kenninghall Road. These amendments are shown on the accompanying Proposals Map. Further reviews of this document will reflect any further changes at Lopham Road should the site for 15 dwellings be implemented. However, the site for 15 dwellings occupies a peripheral location, distant from services and facilities. Amending the settlement boundary to include this site will limit the Local Planning Authority's ability to reconsider the site against any improvements to the housing land supply position in Breckland.

2.90 During the preparation of the Core Strategy it became established that there are no known capacity issues relating to the services and infrastructure in Harling for the allocated growth. Through the recent planning permissions it is evident that the scale of growth in Harling can be accommodated within existing water and electricity infrastructure and school and doctor capacity. Local balance between homes and jobs will be secured through the continued provision of services in the village and the retention of the nearby Roudham Industrial Estate as a protected General Employment Area. In addition to these core services, the village also contains a sport and social club and a village hall. Furthermore, limited growth in Harling is considered acceptable because of the access from the B1111 to the A11 and the commuter rail service from Harling Road station to Norwich. The local bus service includes a route to Norwich with one return service a day.

2.91 There are no known water and utilities capacity issues in Harling. With regard to flood risk, the River Thet flows to the west of the village and there are areas of Flood Zone 3a to the south and west of Harling.

2.92 The Council's Landscape Character Assessment identifies East Harling Fen to the north of the village as having a high landscape character area sensitivity, the middle Harling open Valley Floor as having a moderate/high landscape character area sensitivity and the East Harling heathlands that immediately surround most of the village and extend to the east as having a moderate landscape character area sensitivity. Areas of high biodiversity importance lie to the north of the village (East Harling Common SSSI) and to the south (Middle Harling Fen SSSI).

2.5 Narborough

2.93 Narborough has been identified in the Core Strategy as a Local Service Centre with a positive allocation for new housing in the period up to 2026. The village has been identified for 50 new homes in this period and it is expected that development would come forward within the early part of this period (to 2014).

2.94 The evidence base underpinning the allocation for the village does not indicate that there any infrastructure constraints that would affect the delivery of new homes in the village. The village also has a Primary School, a shop, employment opportunities and is located on the X1 Bus Route. However, any development would be expected to provide contributions to education, open space as appropriate and this will be dependant on any available capacity.

2.95 The built form of the village has grown over time with two distinct components of the wider village; the northern section which is characterised by older pre-20th century development and contains a number of Listed Buildings and a Conservation Area designation, and the southern component which is characterised by 20th century residential development.

2.96 The River Nar is found in the northern part of the village and there is a large area of land around the river identified as being at high risk of flooding. The River Nar is also identified as a SSSI.

2.97 The two component areas of the village are effectively separated by a relatively undeveloped area within which the church and vicarage is located. This undeveloped area also includes important gaps and views through the parkland landscape surrounding Narborough Hall.

Narborough Allocation



Map 2.4 Summary of Narborough Allocations

Policy NAR.1

Residential Allocation - Land west of Chalk Lane

Land amounting to approximately 2.3 hectares is allocated for a residential development of approximately 50 dwellings (average density 25 dwellings per hectare). A minimum of 0.12 hectares of children's play space will be provided along with related landscaping and facilities. Development will be subject to compliance with adopted Core Strategy policies and the following criteria:

- a. The principal access is provided from Chalk lane;
- b. New structural landscaping is provided on the southern boundary of the site to minimise the impact of the new settlement edge formed by the development;
- c. Important boundary trees are retained within the detailed site design; and
- d. Suitable improvements to pedestrian and cycle links from the site to the village along Chalk Lane are provided.

The precise provision of open space shall be considered having regard to the proximity of the site to the village playing field. The Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community.

Reasoned Justification

2.98 The existing use of the site is for agriculture and the proposed allocation abuts the current settlement boundary to the south of the village off Chalk Lane. The site lies within 800m of Narborough Primary School, and approximately 500m from a bus stop. The site is also directly opposite the village playing fields and the community centre.

2.99 The identified area for allocation is largely flat and site levels are not dissimilar to adjacent development at Westfields. The identification of the site for residential allocation would extend the built form of the settlement in line with the existing community centre. The presence of the community centre lends a 'developed' feel to the edge of the village when viewed from Chalk Lane. The site has a good relationship to existing development and brings with it an opportunity to redefine and enhance the settlement edge in this part of the village.

2.100 The site benefits from very limited constraints although it is noted that the site is in close proximity to the Narborough Railway Embankment SSSI, but not adjacent to it. As a result of the distance from the SSSI, it is considered that there are unlikely to be any detrimental effects on the SSSI as a result of the identification of this site. The remaining part of the former railway line backs on to the site and is of some biodiversity interest, although it is considered that this is not an overriding constraint to development provided that the detailed site design has regard to this important feature.

2.6 Shipdham

2.101 Shipdham has been identified in the Core Strategy as a Local Service Centre with a positive allocation for new housing in the period up to 2026. The village has been identified for 100 new homes in this period and it is expected that development would come forward within the early part of this period (to 2014).

2.102 Evidence to date suggests that there is sufficient infrastructure capacity to accommodate the proposed modest level of growth. The village Primary School currently has a limited amount of capacity and new development will have to make contributions to primary school facilities. There are a number of services in the village, including a doctors surgery, two village shops, and a post office. Most of the facilities are located in the centre of the village near the village green. The village also has three garages providing local employment and Shipdham Airfield Employment Area is 4km north east from the village centre on the Letton Road.

2.103 The River Blackwater flows to the south-west of the village and associated areas of fluvial Flood Zones 3a and Flood Zone 2 come close to the edge of the village. There are other small areas of fluvial flood risk associated with Watery Lane Drain and Parkland Stream. The Strategic Flood Risk Assessment reports a historic instance of internal sewer flooding in Chapel Street. There is an hourly bus service to Dereham which runs along the main road (A1075).

2.104 The agricultural land surrounding Shipdham is entirely grade 3. There are a number of brownfield opportunities on the edge of the village and some undeveloped land within the centre of the village. Therefore it is likely that the loss of greenfield land outside the settlement to development will be minimal.

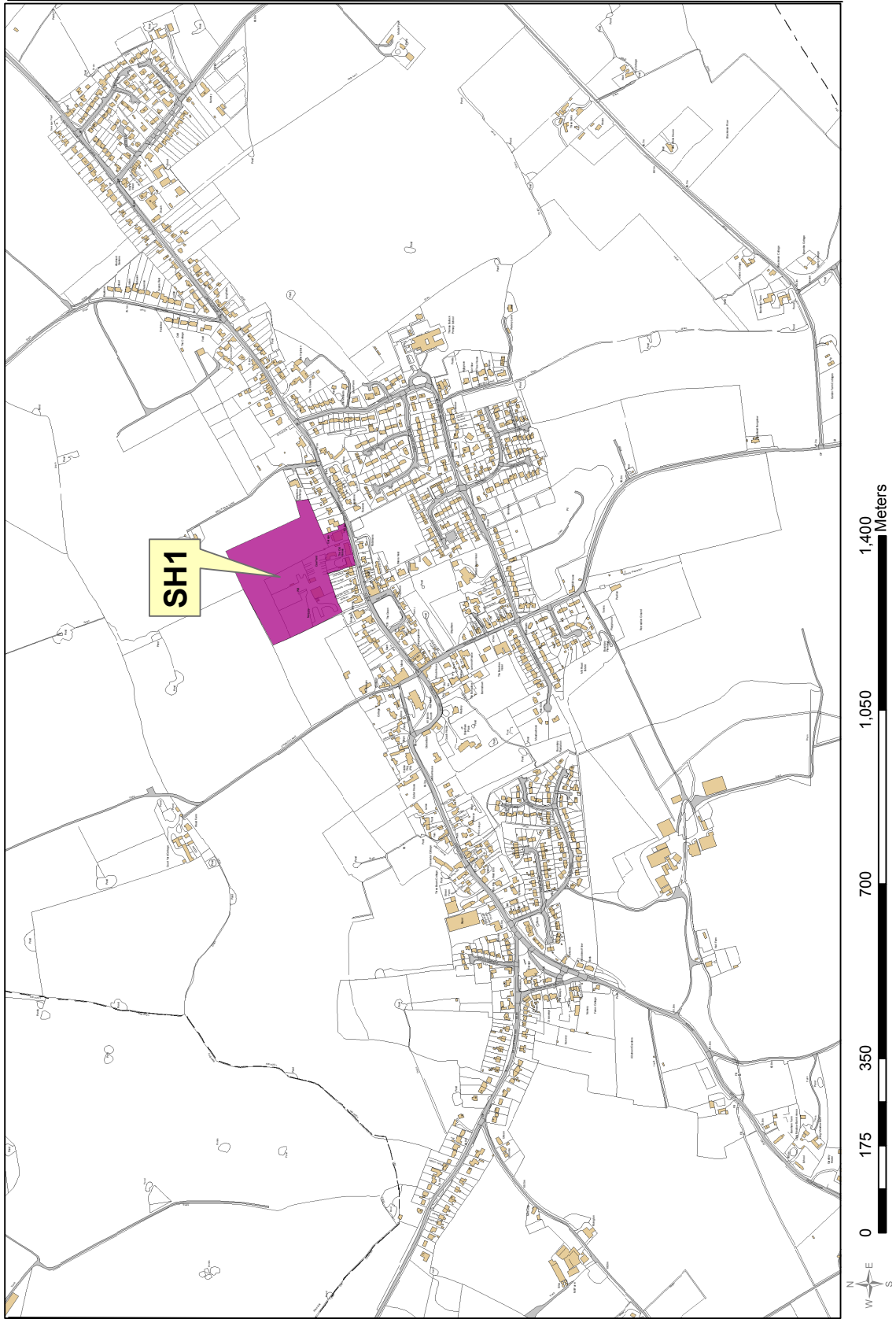
2.105 The village is bordered by two landscape character areas as identified in the Breckland Landscape Character Assessment. The majority of the village is surrounded by plateau farmland with a small area to the south west within tributary farmland. The plateau farmland has the higher sensitivity to change. Many of the existing edges to the settlement are open and exposed and much of the surrounding landscape is exposed in nature.

2.106 Shipdham has a historically linear character with the centre of the village exerting the most valuable historical assets. Most of the centre of the village is covered by a conservation area which contains a number of Listed Buildings.

2.107 Planning Permission has recently been granted (January 2011) for residential development on land off Parklands Estate. The release of this site prior to the adoption of the Site Specific Policies and Proposals document reduces the remaining number of houses to be allocated to 85. The Planning Permission is now reflected by a change to the settlement boundary instead of an allocation.

Shipdham Allocations

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Map 2.5 Summary of Shipdham Allocations

Policy SH1

Residential Allocation - Coal Yard and associated buildings, north of Chapel Street

Land amounting to approximately 4.2 hectares is allocated for a residential development of 85 dwellings (average density 20 dph). A Locally Equipped Area for Play (LEAP) will be provided on site along with related landscaping and facilities. Development will be subject to compliance with adopted Core Strategy policies and:

- a. provision of safe highway access from Chapel Street with appropriate improvements to ensure safety;
- b. provision of safe pedestrian and cycle access to Chapel Street;
- c. provision of a safe pedestrian access to Brick Kiln Lane;
- d. facilitate the relocation of a safe crossing point on Chapel Street;
- e. retention and enhancement of perimeter hedgerows and trees;
- f. provision of adequate planting and landscaping on the eastern boundary in order to create a more integrated edge to the settlement;
- g. investigation and remediation of any ground contamination: and
- h. an area of retail will be retained within the site to accommodate the replacement of existing activities.

The Council in conjunction with the Highway Authority will seek to secure necessary contributions to enhance access at Chapel Street, including off-site works.

Reasoned Justification

2.108 The site consists of a coal yard and small areas of arable fields. As such the site offers the opportunity for the redevelopment of brownfield land. The southern boundary of the site fronts on to Chapel Street and consists of a garage, residential property, parts of the coal yard and retail including a chip shop. It is located in the centre of Shipdham and has very good access to local shops, primary health care, public transport and the primary school. To the west and east and north of the site are arable fields. Screening of the site to the west is good due to mature trees and hedges. The site is screened less well to the east, therefore the existing use forms a visual detraction to the settlement edge. Residential development on the site could improve this settlement edge.

2.109 The site has very few constraints. The existing industrial use of the site may mean there is related ground contamination which will need remediation. The site has access on to Chapel Street. In order to achieve safe access it may be necessary to remove some of the buildings on the street front.

2.110 The Breckland Settlement Fringe Landscape Assessment identified the site as being in a landscape with moderate/high sensitivity to change. The development of the site could also affect the linear character of the settlement. However, given that the site is partially developed, the additional impact on the landscape will be minimal. The residential development of the site could improve the settlement edge and improve local amenity.

2.7 Swanton Morley

2.111 Swanton Morley is identified in the adopted Core Strategy as one of the fourteen Local Service Centre villages within Breckland. As one of the larger local service centre villages within the Core Strategy, Swanton Morley has been designated with a positive housing allocation, for 50 new houses. These will be delivered between 2009 and 2026. The Core Strategy requires the role and function of Local Service Centre villages to be protected and enhanced with new development being well integrated into the village and its facilities.

2.112 Swanton Morley is situated in the north east of the district, positioned along the B1147. Settlement pattern in the village has a dispersed nature with the majority of development focused around Greengate and extending to Town Street and the old village green which is the historic core of the village. To the south of Swanton Morley there is the detached hamlet of Woodgate which needs to be protected as a distinct character area and community. To the north of the village is the former RAF base which is now the Robertson Barracks. The housing around Hannah Road has its own defined settlement boundary.

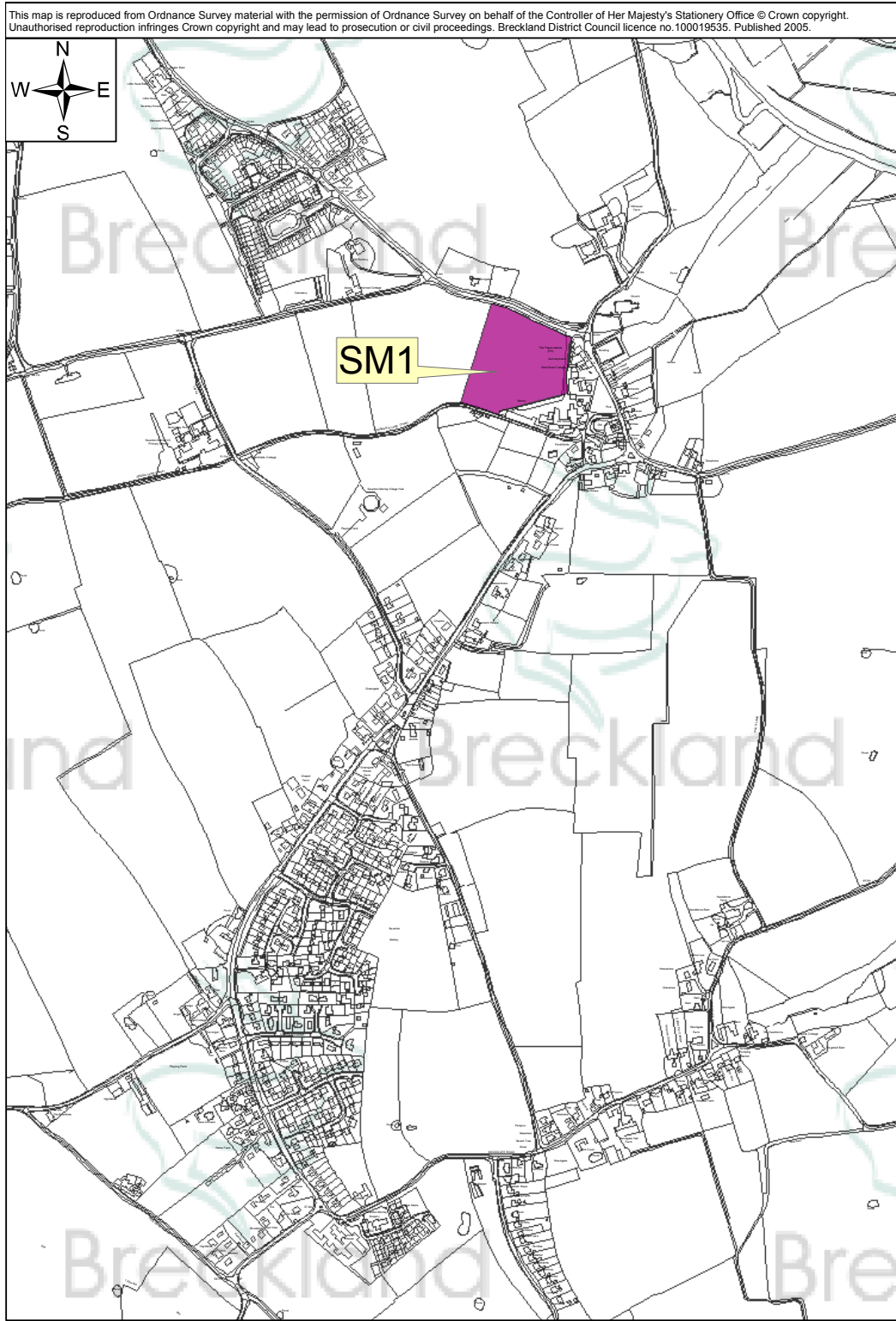
2.113 One of the key considerations when designating a positive housing allowance was service provision and capacity. Swanton Morley does not have any capacity issues, relating to services. In addition to this, Swanton Morley contains a village hall, 2 public houses, a primary school, garage, butchers, bakers and a shop with a post office, which offer both important services and employment opportunities. In addition to employment opportunities within the village, Swanton Morley is connected to both Dereham and Norwich by a half-hourly bus service, with the Core Strategy designating three protected General Employment Areas within Dereham.

2.114 There is no known water or utility capacity issues within Swanton Morley. The majority of the village lies within flood zone 1 although the River Wensum flows through the north and east of the parish. However, it is distant from the built up settlement and presents no risk to the options presented.

2.115 Breckland's Settlement Fringe Landscape Character Assessment has classified the parish as displaying three unique character areas. The majority of the settlement is situated within the moderate sensitivity Northall Green enclosed farmland. To the east and north east of the main settlement and enveloping the hamlet of Woodgate, is the character area classified as Woodgate Enclosed Tributary Farmland which has a moderate to high sensitivity. To the north of the village is Castle Farm Valley Floor, this is an area of high landscape sensitivity, which borders the Wensum. In conjunction with these character areas, the County Wildlife Site Swanton Morley Meadow lies to the north east of Town Street, whilst the River Wensum SAC and SSSI lie to the north of the settlement. The landscape character assessment stated that the land to the north of the settlement is inherently sensitive to change, whilst there should be an avoidance of exacerbating any coalescence between Swanton Morley and Woodgate.

2.116 Due to a lack of land availability within the current settlement boundary, allocations are likely to include greenfield land. The majority of land surrounding Swanton Morley has an agricultural land grade 3. However, there is a small section of agricultural land which is classified as grade 2, situated to the north and west of Swanton Morley primary school, but none of the assessed sites fall within this grade.

Swanton Morley Allocations



Map 2.6 Summary of Swanton Morley Allocations

Policy SM1

Residential Allocation - Land at Rectory Road

Land amounting to 2.4 hectares is allocated for residential development of 50 dwellings (average density 22 dwellings per hectare). A minimum of 0.12 hectares of children's play space will be provided on site along with related landscaping. Development will be subject to compliance with adopted Core Strategy policies and:

- a. Provision of safe highway access onto Rectory Road;
- b. Suitable improvements to pedestrian and cycle links from the site to the village including a link to Harkers Lane to enable a safe route to the Primary School and village hall;
- c. Provision of new structural landscaping to the northern and eastern boundary of the site; and
- d. The layout and design of the site will provide an appropriate response to the established pattern of development at Town Street including any required noise attenuation measures to protect the amenity of residents from adjoining commercial operations.

The precise provision of open space shall be considered having regard to the proximity of the Town Street play area and the village hall playing field. The Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community.

Reasoned Justification

2.117 The site consists of part of a larger arable field, which is approximately 2.4 hectares in size and located to the north of the village. The site has frontage onto both Rectory Road and Harkers Lane. This site slopes down from Hoe Road East in a south easterly direction towards Harkers Lane. The site is well screened to the south of the site, with views across to the church in a north easterly direction.

2.118 The site is located in an area of moderate to high sensitivity landscape, with the landscape character assessment stating that this northern section of the village, would be more sensitive to change. However the site is screened to the south by mature hedgerows and is shielded by existing development to the west. The site avoids the more prominent western edge of the field which would have an adverse impact on the Wensum valley and the setting of the Grade 1 listed Church of All Saints. The topography of the site and presence of landscaping to the south and development to the west will limit impact.

2.119 The site lies within 800m of Swanton Morley Primary School and the village hall, and is approximately 400m from a bus stop. The site has the potential for good footway links to the majority of village facilities, in particular the village shop, butchers and a public house. Securing a high quality pedestrian route from the development through to the village green at Town Street will be a priority. Additionally the site offers the potential to maximise the use of Harkers Lane as a safe off-road route to both the primary school and village hall. The highways authority states that neither Harkers Lane or Hoe Road East would be suitable for the increased vehicular movement that residential development on this site would generate. Access will be achieved from Rectory Road but improvements will be required to the junction with B1147 Mill Street (these improvements are currently in programme with Norfolk County Council). Footpath upgrades along Rectory Road into Town Street and to Hoe Road East would be required

2.120 The site has very few constraints. The Highways Authority have commented that whilst improvements would be needed to Rectory Road/Mill Street junction, it should be possible to provide adequate access to the site. It is not considered that the cost of these improvements will adversely affect the viability of the site. The site is in a landscape which is of moderate-high sensitivity. However, the topography of the site and the presence of landscaping to the south and development to the west will limit impact. The policy makes provision for structural landscaping along the site boundary to the north and east. Additionally, the site adjoins a small commercial area adjacent to the Mill House. One of the operations on the site is a steel cladding business which is classified as a B2 general industry in terms of land-use planning. The site is within the settlement boundary and could be redeveloped but alternatively it could accommodate an alternative and similar commercial use. The policy makes reference to the provision of noise attenuation within the scheme which may reduce the net developable area of the site.

4 Gypsy and Traveller Sites

4.1 Breckland has a requirement to provide 15 permanent pitches by 2011 as set out in the Regional Spatial Strategy Review (adopted May 2008). The adopted Core Strategy Policy CS2 states that the search for permanent pitch provision to 2011 will be focused along the A11 corridor. Recent encampments at Attleborough indicate that there is a need in the area for authorised and managed provision. This will be considered as part of the Attleborough and Snetterton Heath Area Action Plan.

4.2 Away from the A11 corridor, Gypsy and Traveller provision has been made on the A47. A permanent site at Swaffham Splashes provides for 23 pitches and this site attracts regular visitors who often camp at locations in the town outside of the authorised site. Additionally, there have been occasional incidences of unauthorised Gypsy and Traveller encampments in Dereham, including new age travellers. These tend to be temporary visits which nonetheless indicate that there is some need for future provision along the A47.

4.3 The Regional Spatial Strategy states that after 2011, local planning authorities should plan for a 3% annual increase in pitch provision over the period to 2021. This equates to an additional 16 pitches in Breckland between 2011 and 2021. The Regional Spatial Strategy is due to be abolished and further Gypsy and Traveller Accommodation Assessment work will inform where the additional provision post 2011 needs to be made. Therefore, it is too premature at this stage to identify the location of provision post 2011, without the appropriately robust evidence, as part of this Site Specifics document. The Site Specific document is scheduled within the Local Development Scheme to be reviewed on a 3 yearly basis. If at the point of review the need and location for a gypsy and traveller site is confirmed then the review process can facilitate this.

4 Settlement Boundaries

Policy SB.1

Settlement Boundaries

Settlement boundaries are identified on the Proposal Maps for the following settlement areas:

Ashill	Longham
Banham	Lyng
Bawdeswell	Mattishall
Beeston	Mileham
Beetley	Mundford
Bintree	Narborough
Bradenham	Necton
Brisley	New Buckenham
Carbrooke	North Elmham
Caston	North Lopham
Cockley Cley	North Pickenham
Colkirk	Old Buckenham
Croxton	Rocklands
Dereham	Saham Toney
East Tuddenham	Scarning
Foulden	Shipdham
Foxley	Shropham
Garboldisham	Sparham
Garvestone	Sporle
Gooderstone	Stanfield
Great Dunham	Stow Bedon
Great Ellingham	Swaffham
Gressenhall	Swanton Morley

Ashill	Longham
Griston	Thompson
Guist	Tittleshall
Harling	Watton
Hockering	Weasenham
Hockham	Weeting
Ickburgh	Whissonsett
Kenninghall	Yaxham (Clint Green)
Litcham	Yaxham
Little Cressingham	

Decisions on the type and scale of development within and outside of settlement boundaries will be based on the policies contained within the adopted Breckland Core Strategy Development and Control Policies DPD.

Reasoned Justification

4.1 The outgoing Breckland Local Plan (adopted 1999) contained 83 rural settlement boundaries and these were rolled forward into the Proposals Map that accompanied the adoption of the Core Strategy in 2009. The majority of these rural settlement boundaries were taken from maps of village guidelines prepared in the mid-1980s prepared in line with the then Norfolk County Structure Plan policy. In some cases the adopted Local Plan settlement boundary simply carried over the former village guideline. In other cases, the preparation of the Local Plan enabled the authority and landowners/developers the opportunity to present amended settlement boundaries. In a minority of cases, some village guidelines were removed and not replicated in the Local Plan.

4.2 The Core Strategy and Development Control Policies Development Plan Document confirm that Settlement Boundaries remain a valid policy response in Breckland to achieve the twin objectives of focusing the majority of development towards existing settlements whilst simultaneously protecting the surrounding countryside. Policy CP14 of the adopted Core Strategy sets out the strategic planning approach for sustainable rural communities in Breckland. This approach proposes that Settlement Boundaries will be defined for rural communities where there are key local services; food shop, post office, pub, doctor's surgery, primary school, and good public transport links or local employment opportunities. Policy CP14 commits Breckland to review Settlement Boundaries in the Site Specific Policies and Proposals Document. Policy CP14 also requires amendments in the review to result in logical and defensible Settlement Boundaries.

4.3 Therefore, the settlement boundaries as identified on the Proposal Maps have been prepared in accordance with the Core Strategy and spatially define where particular policies will be applied.

5 Monitoring and Implementation Framework

5.1 Monitoring and implementation is one of the key elements within the planning system and the preparation of Local Development Frameworks. The policies within this document reflect the targets and objectives of the Core Strategy and Development Control Policies DPD, whilst the monitoring and implementation framework aims to provide information on the implementation of these proposals.

5.2 Whilst it is expected for the sites to conform with the policies within the Core Strategy and Development Control Policies DPD, the key targets and indicators within this document, relate to the delivery of the specific sites. Once the Site Specific Policies and Proposals DPD is adopted, the performance of each of the site allocations and the changes to the settlement boundaries will be monitored in regards to the targets and indicators of the monitoring and implementation framework. Through the Annual Monitoring Report, the information provided will allow the Council to either enhance or review the Site Specific document as appropriate.

Site Allocations for Towns

Dereham

Policy Reference	Proposal	Key indicators	Targets	Responsible Bodies
D1	Residential development on previously developed land at the Old Maltings, Norwich Rd	Provision of a masterplan for site Phased development of the site prior to 2019 Provision of on-site open space Provision of pedestrian and cycle links to Green Rd and Norwich Rd Retention of all important trees Design respects setting of listed building (The Maltings) and existing dwellings	Masterplan agreed by LPA Phased delivery of 180 dwellings in accordance with master plan 0.35ha on-site open space, including a LEAP Secured pedestrian and cycle links through a legal agreement Landscaping scheme approved by the LPA Masterplan agreed by LPA	Breckland Council, Landowners, Private Sector Developer, Housing Association

Policy Reference	Proposal	Key indicators	Targets	Responsible Bodies
D2	Residential development on greenfield land at Greenfields Rd	Phased development of the site prior to 2019	Phased delivery of 220 dwellings, including 150 by 2014 in accordance with the SHLAA, with the remainder before 2019	Breckland Council, Private Sector Developer, Housing Association
		Provision of on-site open space	1.38ha of on-site open space including 2 LEAPs	
		Noise attenuation measures along the border of the A47	Secured through planning permission	
		Vehicular link between Greenfields Road and Wheatcroft Way	Secured vehicular links through a legal agreement	
D3	Residential development on greenfield land to the east of Windmill Avenue	Phased development of the site prior to 2014	Phased delivery of 200 dwellings, including 2014	Breckland Council, Private Sector Developer, Housing Association, Dereham Town Council (enhancement of green infrastructure)
		Provision of on-site open space	1.15ha on-site open space, including 2 LEAPs and an area for outdoor sports	
		Enhancement of biodiversity corridors	Secured green space to the north of the development to protect and enhance biodiversity corridor at Shillings Lane by legal agreement.	
		Access onto Norwich Rd, between Windmill Avenue and Dereham Town Football Club	Secured vehicular access by a legal agreement	
D4	Employment development off Rash's Green Industrial Estate	Provision of 3.1ha of employment land	Take up of land with use classes B1(b)(c), B2 and B8.	Breckland Council, Private sector developers
		Vehicular access via Rash's Green	Secured by a legal agreement	

Policy Reference	Proposal	Key indicators	Targets	Responsible Bodies
D5	Employment development to the east of Dereham Business Park	Provision of boundary treatments on areas bordering residential development	Secured by a legal agreement	Breckland Council, Private sector developers
		Timing of employment land delivery	Planning Permission granted prior to 2016 or review of this DPD whichever is the sooner.	
		Retention of all important boundary trees	Landscaping scheme agreed by the LPA	
D6	Retail development extending from Georges Road/Nunn's Way to Cowper Road	Provision of 3.1ha of employment land	Take up of land with use classes B1(b)(c), B2 and B8.	Breckland Council, Private sector developers
		Vehicular access via Kingston Road/Waipole Loke	Vehicular access secured by a legal agreement	
		Provision of footways and cycle ways to join with those on Yaxham Road and a footway to Cherry Lane	Secured pedestrian and cycle links through a legal agreement	
		Retention and enhancement of existing boundary screening	Landscaping scheme agreed by the LPA	
		Provision of 4,900m ² of comparison goods floor space	Take up of land with use class A1	
		Provision 1,800m ² of convenience floorspace	Take up of land with use class A1	
Provision of foot ways for pedestrian access to the High Street, Norwich Street and Wrights Walk	Secured pedestrian links through a legal agreement	Breckland Council, Private sector developers		
Parking provision should meet standards in Core Strategy	Secured through the planning permission			

Policy Reference	Proposal	Key indicators	Targets	Responsible Bodies
D7	Cemetery provision on land to the east of Dereham Town Football Club	4.5ha of land for a new cemetery	Secured through planning permission.	Breckland Council, Dereham Town Council
		Access to the site from Norwich Road or B1110	Vehicular access secured by a legal agreement	

Table 5.1 Monitoring and Implementation Framework for Dereham

Swaffham

Policy Reference	Proposal	Key Indicators	Targets	Responsible Bodies
SW1	Residential development on greenfield land to the east of Brandon Rd and to the north of the Redlands tile site	Provision of a masterplan for the site	Masterplan agreed by LPA by 2013	Breckland Council, private sector developers, housing association
		Vehicular access to the site from Brandon Road	Access secured by a legal agreement	
		Protection and enhancement of right of way	Secured by a legal agreement	
		Pedestrian and cycle links to right of way and to development to the south of site.	Access to pedestrian and cycle links secured by a legal agreement	
		Layout of development has regard to future potential of site	Masterplan agreed by the LPA	
		Phased development of the site prior to 2016	Delivery of 240 dwellings by 2016 with 150 dwellings prior to 2014	
	Provision of on-site open space	0.96ha of on-site open space		

Policy Reference	Proposal	Key Indicators	Targets	Responsible Bodies
SW2	Employment development to the north of the EcoTech centre	Provision of 3ha of employment land	Take up of land with use classes B1(b)(c), B2 and B8	Breckland Council, Private sector developers
		Access provided from the EcoTech centre	Access secured via a legal agreement	
		Landscape buffer between A47 and employment development	Landscaping scheme approved by the LPA	
		Timing of employment land delivery	Planning Permission granted prior to 2016 or review of this DPD whichever is the sooner.	
SW3	Employment development on land to the west of the EcoTech centre	Prior to development, land between site and EcoTech is developed	Secured by a legal agreement	Breckland Council, Private sector developers
		Provision of 5.8ha of employment land	Take up of land with use classes B1(b)(c), B2 and B8	
		Landscaping and planting on exposed boundaries	Landscaping scheme approved by the LPA	
		Vehicular access provided from the EcoTech employment area	Vehicular access to the site is secured by a legal agreement.	
		Timing of employment land delivery	Planning Permission granted prior to 2016 or review of this DPD whichever is the sooner.	
		Provision of pedestrian and cycle access to West Acre Rd	Secured by a legal agreement	

Policy Reference	Proposal	Key Indicators	Targets	Responsible Bodies
		Land is not developed until after SW2	Phasing agreement agreed by LPA	

Table 5.2 Monitoring and Implementation Framework for Swaffham

Watton

Policy Reference	Proposal	Key Indicators	Targets	Responsible Bodies
W1	Residential development on greenfield land to the west of the A1075 and adjacent Wayland High School	Development of the site prior to 2015	Phased delivery of 100 dwellings prior to 2015	Breckland Council, private sector developers, housing association
		Principal access via A1075.	Vehicular access secured by a legal agreement	
		Provision on on-site open space	0.2ha of on-site childrens play	
		Retention and enhancement of all perimeter hedgerows and trees	Landscaping scheme approved by the LPA	
		Provision of pedestrian and cycle ways to Wayland High School	Secured by legal agreement	
		Management scheme for adjacent pond	Scheme agreed by the LPA	
W2	Residential development on greenfield land the former RAF Officers Mess	Development of the site prior to 2015	Development of 72 dwellings on site by 2015	Breckland Council, private sector developers, housing association
		Vehicular access to the site from Norwich Rd and Portal Avenue	Vehicular access secured via a legal agreement	
		Pedestrian and cycle links to be provided to link Elworthy Rd with Norwich Rd	Secured by a legal agreement	

Policy Reference	Proposal	Key Indicators	Targets	Responsible Bodies
W3	Residential development on greenfield land at Watton Green and Norwich Rd	Retention of all protected trees on site	Landscaping scheme agreed by the LPA	Breckland Council, private sector developers, housing association
		Density to have regard to existing development at Trenchard Crescent	Agreed as part of planning permission	
		Open space to meet commitments for sites W2 and existing requirements	5ha of open space, including a LEAP, children's playspace and outdoor sports pitches	
		Development of site prior to 2015	Development of 25 dwellings by 2015	
		Provision of on-site open space to the south of the site	500m ² of childrens playspace	
		Retention and enhancement of perimeter hedgerows and trees	Landscaping scheme to be agreed by the LPA	
		No access to the site from Watton Green	Secured by a legal agreement	
		Low density housing along Watton Green with, with no housing fronting onto the road	Secured through planning permission	
		Provision of pedestrian and cycle links to Norwich Rd, Watton town centre and local schools	Secured by a legal agreement	
		Management schemes for the enhancement of biodiversity	Secured by a legal agreement	
	Relocation of attenuation pond for 1 in 100yr flood	Secured by a legal agreement		

Policy Reference	Proposal	Key Indicators	Targets	Responsible Bodies
W4	Residential development on greenfield land adjacent to Swaffham Road	Development of site prior to 2015	Development of 17 dwellings by 2015	Breckland Council, private sector developers, housing association
		Provision of a crossing point to link Swaffham Rd and create pedestrian access to Three Post Rd	Secured by a legal agreement	
		Vehicular access onto Swaffham Rd	Secured by a legal agreement	
		Retention and enhancement of perimeter hedgerows and trees	Landscaping scheme to be agreed by the LPA	
		Provision of a Bat protection scheme	Scheme to be agreed by the LPA	

Table 5.3 Monitoring and Implementation Framework for Watton

Site Allocations for Local Service Centres

Narborough

Policy Reference	Proposal	Key Indicators	Targets	Responsible bodies
NAR.1	Residential development on greenfield land to the west of Chalk Lane	Development of the site by 2014	Development of 50 dwellings by 2014	Breckland Council, Private sector developers, housing association
		Principal access along Chalk Lane	Secured by legal agreement	
		Retention of all boundary trees and new landscaping to the south of the site	Landscaping scheme to be agreed by the LPA	
		Pedestrian and cycle links from Chalk land to village	Secured by legal agreement	

Policy Reference	Proposal	Key Indicators	Targets	Responsible bodies
		Provision of on-site open space	Minimum of 0.12ha open space for children's play	

Table 5.4 Monitoring and Implementation Framework for Narborough

Shipdham

Policy Reference	Proposals	Key Indicators	Targets	Responsible Bodies
SH1	Residential development on previously developed land at the Coal Yard, north of Chapel Street	Development of the site by 2015	Development of 85 dwellings by 2015	Breckland Council, Private sector developers, housing association
		Provision of on-site open space	Minimum of a LEAP to be secured through a legal agreement.	
		Principle access via Chapel Street	Secured by legal agreement	
		Pedestrian and cycle access to Chapel Street, and a safe crossing point at Chapel Street	Secured by legal agreement	
	Retention and enhancement of perimeter hedgerows and trees		Landscaping scheme agreed by the LPA	
	Retention of an area of retail within the site to accommodate existing activities		Secured through planning permission	

Table 5.5 Monitoring and Implementation Framework for Shipdham

Swanton Morley

Policy Reference	Proposals	Key Indicators	Targets	Responsible Bodies
SM1	Residential development on greenfield land on south of Rectory Road	Development of site by 2015	Development of 50 houses by 2015	Breckland Council, Private sector developers, housing association
		Provision of on-site space	0.12 ha of children's play space in accordance with NPFA standards	
		Access onto Rectory Road	Secured by a legal agreement	
		Retention and enhancement of perimeter hedgerow and trees	Landscaping scheme to be approved by LPA	
		Enhancement of pedestrian and cycle links to village hall and primary school	Secured by a legal agreement	

Table 5.6 Monitoring and Implementation Framework for Swanton Morley

Access and Bird Monitoring Implementation Framework

Location(s)	Access and Monitoring Measures	Funding / Timescales	Delivery	Risks	Contingency	Responsibility
NAR 1 – Chalk Lane , Narborough (50 homes) SW1 –Brandon Road, Swaffham (250homes)	Monitoring Annual monitoring of access levels across the Breckland SPA (Woodlark & Nightjar)	£25,000 Start for 2012/13 breeding session and cover a period of 15 years.	Short term – Seek contributions through S106 agreement in accordance with Policy CP5 of adopted Core Strategy.	Lack of joint working between Local Planning Authorities and key partners to develop access and bird monitoring strategy within the SPA.	Re-run visitor survey work to ascertain changes in patterns of access. Review of Core Strategy.	Forestry Commission Natural England RSPB Breckland Council Forest Heath District Council
	Biennial monitoring of Woodlark and Nightjar populations					

<p>W1 –Theiford Road, Watton (100homes)</p>			<p>Long term (beyond 2014) – CIL</p>	<p>Monitoring results indicate increased levels of disturbance which require significant mitigation.</p> <p>A lack of progress on a CIL DPD as a mechanism to fund delivery will limit opportunities for the LPA to collect contributions from development to fund monitoring and mitigation.</p>		<p>King's Lynn & West Norfolk Borough Council</p>
<p>W3 –Norwich Road, Watton (25 homes)</p>	<p>Mitigation</p> <p>Promoting access for dog-walkers and cyclists away from nesting habitats</p>	<p>>£500,000</p> <p>Start in 2012 to cover a period of 15 years.</p>	<p>Short term – Seek contributions through S106 agreement in accordance with Policy CP5 of adopted Core Strategy.</p> <p>Long term (beyond 2014) – CIL</p>			<p>St Edmundsbury Borough Council</p>
<p>W4 –Swaffham Road, Watton (17 homes)</p>	<p>Creation of permanent areas of habitat suitable for Woodlark and Nightjar in areas with low levels of access</p> <p>Mobile wardens and rangers to promote responsible access</p>					

Table 5.7

6 Appendix A Sustainability Appraisal Framework

6.1 The table below shows the Sustainability Appraisal Framework against which site allocation options have been tested.

Sustainability Appraisal Objective	Detailed Site Specific Appraisal Questions?
1. Minimise the irreversible loss of undeveloped land and productive agricultural holdings.	Is the land mostly brownfield/previously developed? (yes=+, no=-)
	Is the site on high grade land (1,2,3)? (yes=-, no =+)
2. Limit water consumption to the capacity of natural processes and storage systems.	Would the development of the site have the possibility to harm a protected aquifer? (y=-, n=+)
3. Reduce contributions to climate change.	Is it in a AQMA (y=-, n=0) (does not apply to open space allocation proposals)
	Is the site within 800m of a school? (y=+, n=-) (Residential allocations only)
	Is the site within 300m of convenience shopping? (y=+, n=-) (Residential allocations only) (figure from PPS6)
	Is the site within 800m of employment opportunities? (y=+, n=-) (Residential allocations only)
	Is the site within 800m of primary health care facilities? (y=+, n=-) (Residential allocations only)
	Is the site within 800m of residential areas? (y=+, n=-) (not applicable to residential allocation proposals)
	Is the site connected by cycle links? (y=+, n=-)
	Is the site accessible by regular (daily) public transport? (y=+, n=-)
	Is the site within 30 minutes public transport time of retail provision, employment areas, and primary health care facilities? (Residential allocations only) (y=+,n=-)

Sustainability Appraisal Objective	Detailed Site Specific Appraisal Questions?
4. Minimise waste production and support the recycling of waste.	Is the site 2km from a household waste recycling plant? (y=+, n=0)
5. To avoid, reduce and manage flood risk.	Is the site within EA flood zone 2 or 3 or a SFRA defined flood zone (1 in 100yr risk)? (y=-, n=+)
	Is the site adjacent to EA flood zone 2 or 3 or a SFRA defined flood zone (1 in a 100yr risk)? (y=-, n=+)
6. Protect, conserve, enhance and expand biodiversity.	Would it result in a direct loss of all or part of the designated site? (y=-, n=0)(for SPA,SAC and Ramsar designations, HRA applies)
	Is the site adjacent to a designated site? (y=-, n=0) (for SPA,SAC and Ramsar, HRA applies)
	Will it involve the loss of trees and hedgerows? (y=-, n=0)
	Will it involve the loss of a Norfolk Biodiveristy Action Plan habit? (y=-,n=0)
	Will it enhance connectivity of habitats (consistent with Norfolk Econets project)? (y=+,n=0)
7. Maintain, enhance and preserve the distinctiveness and diversity of landscape and townscape character.	Is the site within a landscape that has moderate-high or high sensitivity to change as defined in the Breckland Settlement Fringe Landscape Assessment ? (y=-, n=+)
	Will it damage the character of the landscape/ townscape ? (y=-,n=+)
	Does it involve the re-use or re-development of derelict buildings? (y=+, n=-)
	Would it involve the loss of designated open space?(y=-, n=+)
8. Conserve and where appropriate enhance the historic environment.*	Will it result in a loss of or damage to a listed building or damage to a setting of a listed building? (y=-, n=+)
	Would it lead to a loss or damage to a historic park and garden or damage to the setting of a historic park and garden? (y=-, n=+)

Sustainability Appraisal Objective	Detailed Site Specific Appraisal Questions?
	<p>Would it fail to preserve or enhance a conservation area or the setting of a conservation area? (y=-/? , n=0)</p> <p>Would it result in a loss of, or damage to a Scheduled Ancient Monument or the setting of a Scheduled Ancient Monument? (y=-, n=0)</p> <p>Would it lead to a loss of or damage to a designated geological site? (RIGS) (y=-, n=0)</p> <p>Would it lead to loss of or damage to a potential archaeological site? (y=-, n=0)</p>
<p>9. Improve the health and well being of the population.</p>	<p>Is the site within a AQMA? (y=-, n=0)</p> <p>Is it within or adjacent to a Hazardous Installation Consultation Area? (y=-, n=0)</p> <p>Is the site within 1200m of outdoor playing space or sports facilities? (y=+, n=-) (NPFA standards)</p> <p>Is the site within 30 minutes public transport time or walking time of a primary health care facility? (y=+, n=0) (Norfolk LTP)</p> <p>Would it result in a loss of outdoor playing space or sport facility? (y=-, n=0)</p> <p>Would it lead to an increase in outdoor playing space or sport facility? (y=+, n=0)</p> <p>Is the site within walking distance of a school or place of employment (1000m max)? (y=+, n=-) (residential allocation proposals only)</p>
<p>10. Reduce and prevent crime, and reduce the fear of crime.</p>	<p>n/a dependent on type and design of development not location</p>
<p>11. Improve the quality and quantity of accessible open space.</p>	<p>Is it within 1200m of a residential area? (for outdoor playing space allocation proposals only) (y=+, n=-)</p> <p>Is it within 1200m of outdoor playing space? (for residential allocation proposals only) (y=+, n=-)</p>

Sustainability Appraisal Objective	Detailed Site Specific Appraisal Questions?
	Would it involve an increase in open space provision? (y=+, n=0)
	Would it involve a decrease in open space provision? (y=-, n=+)
12. Improve the quality, range and accessibility of essential services and facilities.	Is it within walking distance (1000m) or 75 minute public transport of a high school? (y=+,n=-)
	Is it within walking distance (1000m) or 30 minute public transport of a doctors surgery? (y=+,n=-)
	Is it within 1000m of a primary school? (y=+, n=-)
	Will it increase provision of local services? (y=+,n=0)
	Is it within walking distance (300m) or 30 minutes public transport of a convenience store? (y=+, n=-) (residential allocation proposals only)
	Is it within walking distance (300m) or 30 minutes public transport of a town centre? (y=+, n=-) (residential allocation proposals only)
	Is it in the town centre? (y=+, n=-) (retail allocations only)
13. Redress inequalities related to age, gender, disability, race, faith, location and income.	Is it connected to public transport and within 30 minutes public transport time of retail provision, and employment? (y=+, n=-)
	Will it increase services in a ward within the 20% most deprived wards in England? (y=+, n=0)
14. Ensure all groups have access to affordable, decent and appropriate housing.*	Is it an allocation for housing? (y=+,n=0)
	Will it involve the redevelopment of unfit homes? (y=+,n=0)
	Is the allocation for a gypsy and traveller site? (y=+,n=0)

Sustainability Appraisal Objective	Detailed Site Specific Appraisal Questions?
15. Increase the vitality and viability of existing town centres.	Is it in the town centre? (y=+,n=0)
	Is it in the town centre? (retail and leisure allocations only) (y=+,n=-)
	Is it within 300m or 30 minute public transport time of the town centre? (residential allocation proposals only) (y=+,n=0)
16. Help people gain access to satisfying work appropriate to their skills, potential and place of residence.	Is the allocation for an educational establishment? (y=+, n=0)
	Is the allocation proposal for employment land? (y=+, n=0)
	Is the site within 800m or 30 minute public transport time of residential areas? (for employment use allocation proposals only) (y=+,n=-)
	Is the site within 800m or 30 minute public transport time of residential areas? (for residential) allocation proposals only) (y=+,n=-)
17. Improve the efficiency, competitiveness and adaptability of the local economy.	Is it in an area with a deficiency of employment land? (for employment use allocation proposals only) (y=+,n=0)
	Is the allocation proposal for employment land? (y=+, n=0)
	Would it result in a loss of employment land? (y=-,n=+)
	Is the allocation proposal within a town or local service centre or accessible by public transport? (y=+,n=-)
	Is the allocation in the rural area? (employment and tourism proposals only) (y=+,n=0)

Table 6.1

7 Appendix B Glossary

Adoption

The final confirmation of a development plan or Local Development Document as having a statutory status by a Local Planning Authority (LPA).

Affordable Housing

There is no simple definition of affordable housing, but it's generally thought to mean low-cost housing for rent, often from a housing association, to meet the needs of local people who cannot afford accommodation through the open market. It can be delivered through social renting, shared ownership or low-cost housing on the open market. Affordable housing usually involves some form of subsidy. In the case of affordable housing provided through planning obligations, much of the subsidy is provided by the developer. This is understood in terms of dwellings that have to be sold at a rate lower than what the developer would achieve on the open market.

Allocation

An area of land identified in a development plan. The allocation will indicate the Council's preferred use for the land.

Ancient Woodlands

Woodland that is believed to have existed from at least medieval times.

Annual Monitoring Report (AMR)

A report produced each financial year to indicate the progress of production of the local development framework and effectiveness of policies contained within the plan. The report will outline action that may need to be taken to meet targets or if policies need to be replaced. Changes will be implemented through a revised local development scheme.

Area Action Plans (AAP)

Plans for areas of change or conservation. Their purpose is to deliver planned growth, stimulate regeneration, and protect areas sensitive to change through conservation policies, make proposals for enhancement and resolve conflicting objectives in areas where there is significant development pressure. Area action plans are Development Plan Documents, which means they carry the full weight of the planning system in determining planning applications.

Biodiversity

The whole variety of life encompassing all genetics, species and ecosystem variation including plants and animals.

Brief / Planning Brief

A planning brief can include site-specific development briefs, design briefs, development frameworks and master plans that seek to positively shape future development.

Brownfield Land or Site

Brownfield land is another term for previously developed land, or land that contains or contained a permanent structure and associated infrastructure. Brownfield land occurs in rural and urban areas, but does not include agricultural or forestry land or buildings. The definition laid down in Government policy, which all local planning authorities should follow, is in Annex B of PPS3: Housing.

Community Forest

A large area of land transformed into a wooded landscape by a partnership of local authorities, national/agencies and private, voluntary and community organisations to support employment, recreation, education and wildlife.

Community Strategy

A strategy prepared by a community to help deliver local aspirations, under the Local Government Act 2000.

Comparison Shopping

The provision of retail items not obtained on a frequent basis, for example televisions and white goods.

Compulsory Purchase Order (CPO)

An order issued by the Government or a local authority to acquire land or buildings for public interest purposes. For example the redevelopment of certain brownfield sites.

Conservation Area

An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1990, whose character and appearance it is desirable to preserve and enhance. There are special rules on some development in conservation areas.

Core Strategy

The Core Strategy is one of the Development Plan Documents forming part of a Local Authority's Local Development Framework. It should set out the vision, spatial strategy and core policies for the spatial development of the area.

County Wildlife Site

A site of important nature conservation value within a County context but which are not protected under the Wildlife and Countryside Act

Density

In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Design guide

A document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organisation often with a view to retaining local distinctiveness.

Design statement

A design statement can be made at a pre-planning application stage by a developer, indicating the design principles upon which a proposal is to be based. It may also be submitted in support of a planning application.

Development

Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission (see also "permitted development").

Development Control

The process whereby a local planning authority manages, shapes, and considers the merits of a planning application and whether it should be given permission with regard to the Development Plan.

Development Plan (DP)

The approved or adopted statutory land use and spatial plans for an area. The Development Plan sets a Local Planning Authority's policies and proposals for the development, conservation and use of land and buildings in the Authority's area. Under the present planning system, the development plan generally includes the structure plan and the minerals and waste local plans prepared by the County Council and the Local Plan prepared by the district council - or the single unitary development plan prepared by unitary councils.

The Planning and Compulsory Purchase Act 2004 replaces this system with a Regional Spatial Strategy prepared by the regional assembly and a local development framework prepared by district or unitary councils.

The Development Plan - with its policies and proposals - is the most important consideration for Local Planning authorities when they make a decision on a planning application.

Development Plan Document (DPD) - Under the new system of local planning brought in under the Planning & Compulsory Purchase Act 2004, the term 'development plan document' covers any Local Development Document that is part of the Development Plan. A Development Plan Document has to be independently tested by a Government inspector and carries full weight in relation to planning applications, which distinguishes it from a supplementary planning document. Development Plan Documents include the Local Planning Authority's Core Strategy, Area Action Plans and Proposals Map.

Examination in Public (EIP)

A term given to the examination of the Regional Spatial Strategy, or Structure Plans under transitional arrangements.

Environment Agency

Government appointed body responsible for pollution control and water quality.

Environmental Impact Assessment (EIA)

EIA is a procedure that must be followed for certain types of development before they are granted permission. The procedure requires the developer to compile an Environmental Statement (ES) describing the likely significant effects of the development on the environment and proposed mitigation measures.

Evidence base

The information and data gathered by Local Authorities to justify the 'soundness' of the policy approach set out in Local Development Documents, including physical, social and economic characteristics of an area.

Flood plain

Generally flat-lying areas adjacent to a watercourse, tidal lengths of a river or the sea where water flows in times of flood or would flow but for the presence of flood defences.

Flood Risk Assessment

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

General Conformity

A process by which Regional Planning Bodies consider whether a Development Plan Document is in "general conformity" with the Regional Spatial Strategy. Also, all other DPDs must conform to a Core Strategy DPD.

General Employment Areas

Existing employment sites which have been identified to be protected for employment uses including business, general industrial and storage/distribution uses.

Government Offices (GOs)

Representatives of central Government in the regions, bringing together the work of ten government departments.

Greenfield Site

Land that has not previously been used for urban development. It is usually land last used for agriculture and located next to or outside existing built-up areas of a settlement.

Government Planning Policy / PPGs / PPSs

National Planning Policies that regional planning bodies and local planning authorities need to take into account when drawing up development plans and other documents and making decisions on planning applications. Government Planning Policy guidance is set out in a series of Planning Policy guidance notes (PPG's). These policies are produced by the Office of the Deputy Prime Minister. As a result of the Government's planning green paper in 2001, many of the PPG's are being revised and renamed Planning Policy statements (PPS's). These focus on stating Government policy; whilst good practice guidance for local authorities is set out in separate documents accompanying the PPS's.

Habitat

The natural home of an animal or plant, often designated as an area of nature conservation interest.

Historic Parks and Gardens:

Parks and gardens which are of historic value and have been included on the national *Register of Parks and Gardens of special historic interest in England* based on an assessment by English Heritage.

Human Rights Act

The Human Rights Act 1998 incorporated provisions of the European Convention on Human Rights (ECHR) into UK law. The general purpose of the ECHR is to protect human rights and fundamental freedoms and to maintain and promote the ideals and values of a democratic society. It sets out the basic rights of every person together with the limitations placed on these rights in order to protect the rights of others and of the wider community. The specific Articles of the ECHR relevant to planning include, Article 6 (Right to a fair and public hearing), Article 8 (Right to respect for private and family life, home and correspondence), Article 14 (Prohibition of discrimination) and Article 1 of Protocol 1 (Right to peaceful enjoyment of possessions and protection of property).

Independent Examination

The process by which an Independent Planning Inspector may publicly examine a 'Development Plan Document' or a 'Statement of Community Involvement', and any representations, before issuing a binding report.

Infrastructure

The physical features (for example roads, rails, and stations) that make up the transport network.

Inspector's Report

A report issued by an Independent Planning Inspector regarding the planning issues debated at the independent examination of a development plan or a planning inquiry. Reports into DPDs will be binding upon local authorities.

Issues, Options and Preferred Options

The 'pre-submission' consultation stage of DPD's with the objective of gaining public consensus over proposals ahead of submission to Government for independent examination.

Landscape Character Assessment

A tool to identify and understand the factors that give character to the landscape and to help inform policy and decisions about how the landscape may change in the future.

Listed Building

A building or other Structure of Special Architectural or Historic Interest included by the Government on a statutory list and assigned a grade (I, II* or II).

Local Development Document (LDD)

(1) Development Plan Documents (DPDs) – these are the statutory planning documents that the Council must produce under the legislation and include:

(2) Supplementary Planning Documents (SPDs) – documents that will provide additional and supporting detail for policies and proposals, where necessary. Whilst the community will be consulted on their content, these documents will not be subject to independent scrutiny.

Local Development Framework (LDF)

A portfolio or folder of Local Development Documents collectively setting out the Spatial Planning Strategy for a Local Planning Authority area. As a result of the Planning & Compulsory Purchase Act 2004, it replaces local plans and unitary development plans. Local Development Scheme (LDS) – A public statement setting out a

project plan for how all parts of the local development framework will come together. It lists the documents to be produced and the timetable for producing them. Every Local Planning Authority's Local Development Scheme must be approved by the Secretary of State.

Local Nature Reserve (LNR)

Area designated under the National Parks and Access to the Countryside Act 1949 as being of particular importance to nature conservation and where public understanding of nature conservation issues is encouraged.

Local Plan

An old-style development plan prepared by District and other Local Planning Authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

Local Planning Authority (LPA)

The Local Government body responsible for formulating Planning Policies (in a Local Development Framework), controlling development through determining planning applications and taking enforcement action when necessary. This is either a District Council, Unitary Authority, Metropolitan Council or National Park Authority. For the purposes of development concerned with minerals or waste, the County Council or Unitary Authority is normally the Local Planning Authority - and is also referred to as the Minerals Planning Authority or the Waste Planning Authority.

Local Transport Plan (LTP)

A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local transport plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the RSS.

Material Consideration

A matter that should be taken into account in deciding on a planning application or on an appeal against a planning decision.

Mixed use (or mixed use development)

Provision of a mix of complementary uses, such as say residential, community and leisure uses, on a site or within a particular area.

Nature Conservation

The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

National Nature Reserve (NNR)

Area designated by Natural England to protect and conserve nationally important areas of wildlife habitat and geological formations and to promote scientific research.

Neighbourhood Centre

A number of shops serving a local neighbourhood sometimes referred to as a Local Centre.

Open Space

Open space is defined in the Town and Country Planning Act 1990 as '*land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground*'. Open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.

Planning and Compulsory Purchase Act 2004

The Planning and Compulsory Purchase Act 2004 is the latest piece of planning legislation. It amends much of the Town and Country Planning Act 1990. In particular, the 2004 act has made major changes to the system of development plans and introduced sustainable development, as defined by Government policy, as an objective of the planning system.

Planning Obligations and Agreements

A legal agreement between planning authority and a developer, or offered unilaterally by a developer ensuring certain works related to a development are undertaken or contributions made to the provision of infrastructure or facilities (Sometimes called a section 106 agreement).

Planning permission

Formal approval sought from a Council, often granted with conditions, allowing a proposed development to proceed. Permission may be sought in principle through outline plans, or be sought in detail through full plans.

Previously Developed Land

Previously Developed Land is another term for brownfield land, or land that contains or contained a permanent structure and associated infrastructure. Brownfield land occurs in rural and urban areas, but does not include agricultural or forestry land or buildings. The definition laid down in Government policy, which all local planning authorities should follow, is in Annex B of PPS3: Housing.

Protected Species

Plants and animal species afforded protection under certain Acts of Law and Regulations.

Ramsar site

Area identified under the internationally agreed Convention on Wetlands of International Importance (signed at Ramsar in Iran), focusing on the ecological importance of wetlands generally.

Regeneration

The economic, social and environmental renewal and improvement of rural and urban areas.

Regionally Important Geological/Geomorphological Sites (RIGS)

Non-statutory sites of regional importance recognised by Natural England and local authorities.

Regional Planning Body (RPB) / Regional Assembly

Each of the English regions outside of London has a Regional Chamber that the regions generally call “Regional Assemblies” (not to be confused with the term “Elected Regional Assemblies”). They are responsible for developing and co-ordinating a strategic vision for improving the quality of life in a region. The Assembly is responsible for setting priorities and preparing certain regional strategies, including Regional Spatial Strategies. For example, in the East of England the RPB is the East of England Regional Assembly (EERA).

Regional Spatial Strategy (RSS)

Statutory regional spatial strategies will replace non-statutory regional planning guidance notes produced for each English region. Regional spatial strategies will be part of the development plan. As a consequence, they are likely to be more detailed and will carry much more weight in relation to determining planning applications. In London, the spatial development strategy prepared by the mayor forms the regional spatial strategy.

Roadside Nature Reserve

Fragments of unimproved, semi-natural grassland verges containing plant species that are now rare or scarce at the national or county level. To help to protect them, these sensitive sites are designated Roadside Nature Reserves (RNRs) by Norfolk Wildlife Trust, and are individually managed to ensure the survival of the species for which they are designated.

Saved Policies /Saved Plan

Policies within Unitary Development Plans, Local Plans, and Structure Plans that are saved for a time period during replacement production of Local Development Documents.

Scheduled Ancient Monument

A structure placed on a schedule compiled by the Department of National Heritage in England for protection under the Ancient Monuments and Archaeological Areas Act.

Scoping

The process of working out the issues, environmental impacts, alternatives and depth of investigation which an environmental impact assessment or strategic environmental assessment should go into.

Section 106 Agreement

A legal agreement under section 106 of the 1990 Town & Country Planning Act. See also: Planning Obligations and Agreements.

Sequential approach / sequential test

A planning principle that seeks to identify, allocate or develop certain types or locations of land before the consideration of others. For example, ensuring land with no flood risk is developed before land with flood risk.

Site of Special Scientific Interest (SSSI)

A site of special scientific interest is identified by English Nature under section 28 of the Wildlife & Countryside Act as requiring protection from damaging development on account of its flora, fauna, geological and/or physiological features.

Sites of Archaeological & Historic Interest:

This designation applies to a site at Mundford Road, Thetford which is widely regarded as being linked to Bouddicca, Queen of the Iceni. The site is currently being considered for Scheduled Ancient Monument status by English Heritage.

Soundness

A term referring to the justification of a Development Plan Document. A DPD is considered “sound” and based upon good evidence unless it can be shown to be unsound.

Spatial Planning

Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Special Areas of Conservation (SACs)

Protected sites designated under the EC Habitats Directive.

Special Protection Area (SPAs)

Protected sites classified under the EC Directive on the conservation of wild birds, the Birds Directive.

Statement of Community Involvement (SCI)

Every local planning authority has to prepare a statement of community involvement. Its aim is to specify how the authority will try to achieve consensus on emerging local development documents and major planning applications and how it will engage the public in the process.

Statement of Consultation / Statement of Compliance

A report or statement issued by local planning authorities explaining how they have complied with their SCI during consultation on Local Development Documents.

Strategic Environmental Assessment (SEA)

An assessment of the environmental effects of a draft plan or programme, which is open to public consultation.

Sustainable

Meeting peoples needs now, socially, environmentally and economically, without jeopardising the needs of future generations.

Sustainability Appraisal (SA)

To identify and evaluate what the effects of the strategy or plan are likely to be on social, environmental and economic conditions of the strategy or plan area.

Submission Document

A Development Plan Document submitted to the Secretary of State for independent examination before a Government appointed Planning Inspector. Supplementary Planning Guidance/ Supplementary Planning Documents Supplementary planning guidance, which is set to be renamed 'supplementary planning documents', can give further context and detail to local development plan policies. It is not part of the statutory development plan. Therefore, it does not have the same weight when local planning authorities are considering planning applications.

Sustainable Development

Sustainable development is an approach towards development that tries to make sure people satisfy their basic needs and enjoy a good quality of life without compromising the quality of life for future generations. The Government will try to achieve that through five principles:

- Living within environmental limits
- Ensuring a strong, healthy and just society
- Achieving a sustainable economy
- Promoting good governance
- Using sound science responsibly

Sustainable travel / Sustainable Transport

Often meaning walking, cycling and public transport (and in some circumstances “car sharing”), which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys

Traffic Impact Assessment (TIA)

An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.

Tree Preservation Order (TPO)

A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to an order may not normally be topped, lopped or felled without the consent of the Local Planning Authority

8 Appendix C Saved Policies to be Replaced

8.1 The Breckland District Local Plan was adopted in 1999. In 2007, Breckland Council made representations to the Secretary of State to save a number of policies from the adopted Breckland Local Plan (1999) beyond the transition period from the implementation of the Planning and Compulsory Purchase Act (2004). These policies were saved through the adopted Core Strategy and Development Control Policies DPD (2009).

8.2 The policies in the Site Specifics Policies and Proposals document can supersede saved policies from the Local Plan. Having assessed the remaining saved policies from the Local Plan, the Council wishes to replace the following policies through this document as set out in Table C.1 below.

8.3 Table C.1 – Breckland Local Plan policies to be saved or replaced

Saved Local Plan Policy	Local Plan Policies to be saved or replaced by Site Specific Policies and Proposals DPD
025(001) Land at Rash's Green, Dereham - Allocation of site E1 (Dereham) for general industrial development	To be replaced by Policy D4
104(013) Land south of Swaffham Road, Watton – Allocation of site OS.1 open Space	To be replaced by Policy W5

Table 8.1 Saved Policies to be Replaced

8.4 In addition to the contents of Table C.1 above, it should be noted that the Council no longer wishes to save or replace Breckland Local Plan Policy (107)001 – Identify land for Industrial Development at Weeting. This policy was presented to be saved in Appendix A of the Adopted Breckland Core Strategy (2009). However, Breckland Council, through preparing this document, has determined that such a policy would no longer be sound and should not be saved.