

**Breckland Infrastructure Delivery Plan – Breckland Local
Plan Update – Regulation 18**

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Introduction

In order to ensure new development delivers sustainable communities; the infrastructure, facilities and service needs of these populations must be properly planned for.

This Breckland Infrastructure Delivery Plan (IDP) aims to:

- Identify the District's infrastructure needs for the plan period (up to 2042) in particular, those needs arising from new development;
- Where possible, set out the costs, funding sources and delivery mechanisms associated with these infrastructure needs;
- Improve lines of communication between key delivery agencies and the local planning authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
- Provide evidence for the setting of a Community Infrastructure Levy (CIL), should the Council wish to implement such a funding mechanism in the future;
- Provide a 'live' document that will be used as a tool for helping to deliver infrastructure, regularly updated to reflect changing circumstances and needs and;
- Further strengthen relationships between the Council's Corporate Plan and the Local Plan objectives.

The IDP links closely with the latest Local Plan Viability Assessment 2025 building on previous work, clarifying the infrastructure requirements and the costs.

Preparing an IDP aids the understanding of what demands may be made on developers in terms of contributing to infrastructure provision. This relates to costs arising from particular developments and, in some cases, those arising due to the cumulative impacts of development across the plan area or parts of it. This can then be considered alongside inherent development costs to calculate whether and what level of contribution(s) should be borne by individual developments.

This IDP provides a baseline position of the infrastructure requirements in the Breckland plan area but it is intended to be a live document. Breckland District Council will continue to work closely with relevant partners and infrastructure providers throughout the plan period to ensure that the IDP can be reviewed and updated to reflect progress on infrastructure delivery as well as changing needs, circumstances and priorities. Throughout this process, the IDP will aid the Council and relevant partners to prioritise spending on infrastructure and address funding gaps as well as helping to inform service and spatial planning decisions up to 2042 and beyond.

Infrastructure Definition

The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. A useful definition is provided by section 216(2) of the Planning Act 2008 (as amended), which sets out that it includes:

- (a) roads and other transport facilities,
- (b) flood defences,
- (c) schools and other educational facilities,
- (d) medical facilities,
- (e) sporting and recreational facilities,
- (f) open spaces

See <https://www.legislation.gov.uk/ukpga/2008/29/section/216#reference-key-beefd47ea3a7b6c555bf16c6b7f539ad>.

Building upon the definition provided by the Planning Act, this document covers a mix of social and community, environmental and physical infrastructure, and is structured to cover the following topics:

Social and Community Infrastructure

- Health
- Education
- Community and cultural
- Indoor and outdoor recreation

Environmental Infrastructure

- Green infrastructure and open space
- Biodiversity
- Flood risk and blue infrastructure

Physical Infrastructure

- Utilities
- Transport and public realm

National Planning Policy

The National Planning Policy Framework (NPPF) was updated in 2024 and sets out the government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced. Infrastructure is an important thread throughout the NPPF, and local authorities are encouraged to proactively and strategically plan for the delivery of infrastructure to support new development. See <https://www.gov.uk/guidance/national-planning-policy-framework>.

At the heart of the NPPF is a presumption in favour of sustainable development. In relation to infrastructure, Paragraph 8 of the NPPF states this involves:

“Identifying and coordinating the provision of infrastructure...” and “support[ing] strong, vibrant and healthy communities... with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being”.

Strategic planning policies are fundamental to delivering infrastructure and achieving sustainable development as they address development and land use priorities in an area. Paragraph 20 of the NPPF explains the role of strategic policies with reference to infrastructure:

“Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- (a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
- (b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- (c) community facilities (such as health, education and cultural infrastructure); and*

- (d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation”.*

The NPPF has a strong emphasis on sustainable development, in which infrastructure plays a key role. Consequently, there is a need to plan for infrastructure, considering both current and future needs.

Planning Practice Guidance

Planning Practice Guidance (PPG) adds further context to the NPPF. See <https://www.gov.uk/government/collections/planning-practice-guidance>.

In March 2019, the PPG updated its guidance on delivering strategic matters, including the provision of infrastructure. The PPG states:

“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.

At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas....”* See: <https://www.gov.uk/guidance/plan-making> (Reference ID: 61-059-20190315).

The PPG also offers guidance on funding mechanisms for the provision of infrastructure through the use of planning obligations, also referred to as ‘developer contributions’. The PPG states:

“Developers may be asked to provide contributions for infrastructure in several ways.

Local authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Developers will have to comply with any conditions attached to their planning permission. Conditions should be kept to a minimum and only imposed where they are necessary, relevant, enforceable, precise and reasonable.

Planning obligations, in the form of section 106 agreements and section 278 agreements, should only be used where it is not possible to address unacceptable impacts through a planning condition.

Developers may also contribute towards infrastructure by way of the Community Infrastructure Levy which is a fixed charge levied on new development to fund infrastructure.

Where the Community Infrastructure Levy is in place for an area, charging authorities should work proactively with developers to ensure they are clear about the authorities' infrastructure needs.

Authorities can choose to pool funding from different routes to fund the same infrastructure provided that authorities set out in infrastructure funding statements which infrastructure they expect to fund through the levy.

Plan makers should consider the combined total impact of such requests so they do not undermine the deliverability of the plan.” See: <https://www.gov.uk/guidance/planning-obligations> (Reference ID: 23b-001-20190315).

The PPG highlights the need for the delivery of infrastructure to be realistic and collaborative. This involves working with relevant stakeholders to understand current provisions and future demand, as well as available funding and delivery mechanisms.

Local Context

Breckland is a district within the County of Norfolk in the east of England. It includes the towns of Attleborough, Thetford, Dereham, Watton and Snetterton. It covers an area of 1,035km² and borders King Lynn and West Norfolk, North Norfolk, Broadland, South Norfolk, West Suffolk and Mid Suffolk.

The 2021 census data released by the Office of National Statistics estimates that Breckland has a total population of 141,500, this is a 8.4% increase in population since the 2011 Census. The age distribution of the population is 15.6% of the population are aged 0-14, 59.3% are aged 15-64 and 25% are 65 or over. See <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationandhouseholdestimatesenglandandwalescensus2021>

At the time of writing, the most recent population projections data available is based on 2018 figures, using these figures it is estimated that Breckland will have a total population of 164,432 in 2043. The demographic breakdown will see 14.6% of the population aged 0-14 in 2043, 53.6% will be aged 15-64 and 31.8% will be aged 65 or over, highlighting a growing ageing population in Breckland. See <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2>.

The population of Breckland therefore aging by 2043, it is predicted there will be a 6% increase in the proportion of the population who are aged 65 and over.

According to the 2021 Census the population of Breckland is 96% white British with 50% identifying as Christian and 42% not identifying with any religion the remaining 8% identified as Buddhist, Hindu, Jewish, Muslim or another religion.

In 2021, 58.1 % of the Breckland population were economically active according to official labour market statistics. This is lower than the East of England figure of 61.8% and the national average of 60.9% of those in active employment.

The 2021 census showed education attainment within the district; 23.1% of the population have a qualification equivalent to a Level 4 or higher, whilst 22.3% have no qualifications. This compares to 31.6% and 18.1% respectively for the East of England. [2021 Census Profile for areas in England and Wales - Nomis \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/census/2021/areas-in-england-and-wales)

The average house price in Breckland was £280,514 in May 2025, which was lower than the average house price for England (£290,395). See <https://landregistry.data.gov.uk/app/ukhpi>. In terms of tenure, the 2021 census reported that 68% of homes in the borough were owner-occupied, 18% were privately rented, 14% were social rent.

Car ownership in Breckland is higher than both the average for Norfolk and the whole of England. In 2021, 86.7% of households in the borough had access to at least one car and/or van compared to 82.6% and 76.5% respectively.

Car or van availability - Office for National Statistics (ons.gov.uk)

Social Infrastructure

This section provides more information on how sufficient provision of health, education, and community cultural and recreation infrastructure will be provided.

The provision of health, education, community, leisure, cultural, and religious facilities, are considered essential to the quality of life of the residents and are therefore considered to be vital social infrastructure.

Education

Norfolk County Council Children's Services are responsible for ensuring the provision of school places for children in residence in the county between age 5 and 16. In terms of the Local Plan, the Council has, and will continue to liaise with the County Council to assess the potential impacts of the proposed distribution of growth on school provision in the districts settlements.

Discussions with Norfolk County Council have continued as the Local Plan document has evolved. The Education Authority have not raised any significant concerns regarding school places as a result of the housing proposed in the Local Plan on the basis that contributions are made to expand and/or improve education facilities to accommodate pupils.

Where specific sites are identified for allocation with approximate housing numbers, NCC are able to estimate the impact on existing nearby schools and advise the impact of proposed housing on specific catchment areas for schools.

The County Council uses a standardised model to determine how many school places, for both primary and secondary, are likely be required based on the number of homes proposed.

Where a school has current and future unfilled capacity and therefore sufficient places to accommodate the number of potential additional children there may be no requirement for additional infrastructure. Where there is limited capacity in schools to accommodate extra pupils solutions might include;

- limiting the intake of new pupils to the immediate catchment area,
- using developer contributions for school expansion,
- new build or additional infrastructure or reconfiguring local schools which are currently separated into infant and junior schools.

The most recent costs for permanent expansions¹ are as follows:

- £25,065 per primary pupil place
- £32,584 per secondary pupil place

¹ F07125-National School Delivery Cost Benchmarking - Primary, Secondary and SEN Schools - November 2023 Ver 18 (hants.gov.uk)

- £96,806 per SEND pupil place

However, Norfolk County Council sets planning obligations standards which include costings for contributions to schools arising from development. The cost per place as set out in the table below indicates a total of the standard charge per dwelling. When responding to applications the County Council assesses the capacity at each school sector and will only seek contributions for those sectors that are deemed to be at full capacity. Taken from the Norfolk County Council Planning Obligations Standards 2025.

School Sector (age range)	Cost Per Pupil Place (2025)
Early Education (2-4)	£25,065
Infant (4-7)	£25,065
Junior (7-11)	£25,065
Primary School (4-11)	£25,065
High School (11-16)	£32,584
Sixth Form (16-18)	£32,584
Mainstream SEND Premium (4-16)	£31,539
Specialist SEND School (4-16)	£96,806

Larger scale housing developments such as the Strategic Urban Extensions are likely to require new schools and the costs for these are dependent on the type of school (primary or secondary), size of school and the site constraints.

Current Provision

The Norfolk School Sufficiency Plan for 2025 provides details of the current education provision and needs for Breckland.

There are currently 68 school in Breckland, they compromise of

- 1 All – through School
- 1 Alternative provision
- 56 Primary Schools
- 7 Secondary Schools
- 2 Schools catering for SEN

Of these 49 are Academies and 19 are maintained by the Local Authority.

Over recent years the mainstream primary school pupil population has been decreasing. This is not unique to Breckland - nationally the school rolls for primary schools have been decreasing, this is linked to population trends and birth rates rather than Breckland specifically. Secondary schools are however experiencing an increase in the pupil population as the 'bulge cohort' that the primary schools have been experiencing move onto the next level of education. While there is a large bulge of students entering year 7 and that

this will continue for several years. This bulge is time limited and this pressure on secondary places will likely ease in 5 years. The challenge is therefore to either accommodate the bulge by negotiated additional places at existing secondary schools or delivering secondary school expansions where it is anticipated that due to the increase in housing numbers in particular areas that the increase in pupil population is likely to be permanent.

Table XX Mainstream pupil population figures for Breckland 2016 - 2023

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
Primary Places	9,637	9,659	9,634	9,557	9,610	9,603	9,425	9,403	9,059
Secondary Places	5,856	5,855	5,833	6,018	6,033	6,123	6,207	6,198	6,388
Total	15,493	15,514	15,467	15,575	15,643	15,726	15,632	15,601	15,447

The total capacity across all schools in the area in the primary phase totalled 11,040 places the number on roll across the same group of schools was 9,357 places identifying 1,683 surplus places. These surplus places are spread across the whole of Breckland with some schools experiencing a greater surplus potential than others.

Focus areas for education in Breckland are:

Attleborough

There are currently two primary schools providing 150 spaces to each year group. There are also schools in nearby villages that children from Attleborough attend due to parental preference.

Housing permissions are being built out in Attleborough and there is outline planning permission for two primary schools to be delivered as part of the development.

While there is currently capacity in the primary schools the secondary school is close to capacity. The impact of the 'bulge' cohort and the likely increase in secondary age pupils living in the area as a result of the new housing has prompted the County Council to develop a planned approach for expansion to meet demand which will safeguard provision and meet local need for the future. The options for expansion and the size of this expansion are being considered.

Thetford

There are 8 primary schools in Thetford with a total of 360 places available in each year group across all the schools at primary level. The parental preference is for the local schools with only a limited number of pupils attending schools outside of the town.

There is currently some capacity within some of the primary schools and while there is development coming forward the build out has been slow. The challenge for the County Council is therefore to balance the decline in birth rates and the subsequent decline in primary age children in the foreseeable future with the knowledge that there is development coming forward that will likely result in an increase in primary aged children in the area but with the development timeframes delayed this could cause problems for the funding of the existing schools in the area.

For the secondary phase Thetford Academy has already increased the number of students admitted and is working with the County Council and Department of Education on options that will allow for the expansion of the school.

Dereham

The level of capacity in the primary phase allows for the spread of parental preference which could impact sustainability of certain schools over this sustained period of decline. The admission round for 2023 indicated 80 surplus places across the reception cohort for the schools in the school place planning area. There are also schools in the surrounding villages that are included in the school place planning area. While there is a significant reduction in the number of children entering primary schools in the area there is an expectation this will be resolved due to the amount of housing being proposed for Dereham.

The two secondary schools within the town have some capacity against their catchment numbers, the pressure comes from parental preference, where Neatherd admits pupils above its published numbers and has for several years, so the school has reached capacity. Northgate continues to operate within its acceptable levels because of the preference for Neatherd, the pressure mainly stems from out of area pupils which would be managed at admission rounds if required.

Another school place planning area in Breckland is that of Old Buckenham where there are 6 primary schools. While two of the schools have 1FE and are full the remaining 4 schools have a half form of entry or less. With population projections for this catchment and parental preference indicating that they are unlikely to be fully utilised in the future.

The Litcham school place planning area consists of 10 schools, however only one of them has a full form of entry and 5 of the schools only have 65 pupils on the roll. The current expectation is for the pupil intake to continue to decline which is likely to require an assessment of the school estate.

Any requirement for new primary or secondary schools will be informed in consultation with Norfolk County Council during the planning process and be included within site specific policies within the plan.

Healthcare

Healthcare Infrastructure refers to the physical estate capacity and its ability to provide sustainable and effective services, as well as its capacity to handle the additional demands from population growth due to new housing developments. Estates Infrastructure Strategies, demand and capacity modelling, master planning and local plan housing allocations help identify where increased estate capacity is needed to support the growing population.

The Norfolk and Waveney Integrated Care System (ICS) is dedicated to enabling people to **live longer, healthier, and happier lives**. Health and care services across Norfolk and Waveney are delivered by a range of organisations, including NHS bodies and local authorities. The ICS brings these organisations together to ensure services are coordinated, aligned and support the overall Norfolk and Waveney mission by:

- Improving population health and healthcare outcomes
- Reducing inequalities in outcomes, experiences, and access
- Boosting productivity and ensuring value for money
- Supporting the NHS's contribution to wider social and economic development

The vision for our estate is to **provide infrastructure that supports the delivery of the right care in the right place, enables better patient outcomes, and empowers health, social care, and the third sector staff to provide the best possible care.**

The ICS Estates Infrastructure Strategy 2024–2034 updates the previous strategy from 2023, aligning it with NHS England's latest Infrastructure Strategy Toolkit. Developed with input from stakeholders across the ICS, the strategy outlines how the NHS estate will be transformed to support new models of care, deliver improved patient outcomes, and ensure best value for money.

To guide the development and transformation of our estate infrastructure, we have established four key goals to address challenges and respond to system priorities:

- To improve access
- To improve quality and condition
- To improve environmental sustainability
- To improve efficiency

The Interim General Practice Estates Strategy 2024-2034 is the first of its kind in Norfolk and Waveney and is a standalone strategy that has been produced to support developing commissioning strategies.

The Strategy helps to set out where investment is likely to be required for either new, extended or improved infrastructure, however this is subject to approval, governance and availability of capital funding.

The Planning in Health Protocol forms the basis for engagement between local planning authorities, the Norfolk and Waveney ICS, Health Providers and Public Health Norfolk. The ICS estates programme coordinates a single point of contact with planners to engage with the ICS and healthcare providers. The Planning in Health Protocol has been through revisions to include updates on how the Integrated Care Board models new housing developments and the metrics used to evidence developer contribution requests required to mitigate the impact of population growth as a result of new housing developments.

The primary social aim of the planning system, as outlined in the National Planning Policy Framework, is to promote robust, thriving, and healthy communities. This is achieved by ensuring an adequate variety and number of homes to meet the needs of both current and future generations whilst emphasising the creation of well-designed, attractive, and secure environments with **accessible services** and open spaces that cater to present and future needs while enhancing the health, social, and cultural well-being of communities.

To ensure accessible services for the growing population, investment in healthcare infrastructure will be required. Developer contributions via Section 106 agreements and/or the Community Infrastructure Levy are key to helping mitigate the impacts of ongoing developments and the resulting population growth, enabling the expansion of healthcare infrastructure.

The Norfolk and Waveney Integrated Care Board (ICB) assesses healthcare needs as part of the Regulation 18 consultation, and in accordance with the Norfolk Planning in Health Protocol 2024, the ICB will assess and highlight the impact of each development in the Local Plan and identify constrained areas and the healthcare infrastructure development requirements. When specific sites are designated for allocation and consulted on, the ICB will model and assess the specific housing numbers, population growth, the potential impact on current healthcare services, the required expansion and investment in estate infrastructure, and our requested developer contributions towards this required expansion.

Modelling, assessing and responding to Breckland consultations is led by the ICB on behalf of the following health partners.

- NHS Norfolk & Waveney ICB (Integrated Care Board)
- The Norfolk and Norwich University Hospital NHS Foundation Trust
- The Queen Elizabeth Hospital, King's Lynn NHS Foundation Trust
- Norfolk and Suffolk NHS Foundation Trust
- Norfolk Community Health & Care NHS Trust
- Primary Care (covering GP practices, dental practices, pharmacies, and opticians)
- East of England Ambulance Service Trust

The table below indicates the areas within Breckland which, if all housing in the local plan comes forward, will require a significant increase in estates infrastructure capacity to cope with the additional population and demand. Projects will include a mix of new facilities, replacement facilities, extensions, and reconfigurations. The main areas to highlight include the 3 SDA's, Attleborough, Dereham, Shipdham, Swaffham, Thetford and Watton.

Area	Future Deficit (Sqm)	Infrastructure Requirement	Status
Attleborough	-211.4	New build health care facility	Proposal
Dereham	-203.9	New build health care facility	Proposal
Dereham		New build outpatient facility at Dereham Hospital	Proposal
East Tuddenham	-141.9	New build health care facility	Proposal
Larling	-439.3	New build health care facility	Proposal
Mundford	-116.5	<i>Future project to be scoped</i>	
Shipdham	-212.3	<i>Future project to be scoped</i>	
Swaffham	-308.8	Reconfiguration at health care facility	Proposal
		<i>Future project to be scoped</i>	
Thetford	-354.1	New build health care facility	Proposal
Watton	-187.4	<i>Future project to be scoped</i>	

Social Care

Principally, social care is provided and administered by Norfolk County Council, however the county council does not provide care to all of those who may need it, depending on their financial circumstances and care needs assessed in accordance with The Care Act 2014. The Breckland Housing and Economic Development Needs Assessment (HEDNA) highlights a need for an additional 900 bed spaces for nursing and residential care over the plan period, due largely to the elderly demographic having the highest projected proportional population change. In order to address this additional need, larger developments of over 500 dwellings are required by policy HOU4 to provide nursing care facilities which are secured by planning obligations.

In addition, policies HOU9&10 relate to the provision of housing for the elderly and specialist care, allowing for applications for these sorts of facilities to be considered positively in a development management context in order to increase capacity towards the required level.

Cultural and Community

Cultural infrastructure in Breckland is somewhat limited, but this is largely due to the makeup of the district, with the largest settlements being market towns. There are small museums within the district, however, travel outside of the district to Norwich, Kings Lynn or Bury St Edmunds for a wider variety of cultural sites is the most likely.

In terms of provision of places of worship, most parishes benefit from a Church of England parish church, with other denomination churches and places of worship for Jehovah's Witnesses and Plymouth Brethren available within the district. There are at this time, no places of worship for other major religions so followers of these have to travel outside of the district, with most, but not all major religions having access to a place of worship in Norwich. The demographics of the district do suggest a lack of demand for new and diverse places of worship, and it would not be upon the local planning authority to make provision for these within the plan, although any application for such venues would be considered appropriately.

Recreation and Leisure

Similarly to the lack of cultural sites, due to the characteristics of district, Breckland does not have significant recreation and leisure facilities and travel outside of the district to either Norwich to the East, Kings Lynn to the West or Bury St Edmunds to the South is required for some aspects of recreation and leisure.

There are 2 cinemas in the district in Dereham and Thetford, with larger cinemas short distances outside of the district which attract more visitors. In terms of this type of leisure

infrastructure, it is unlikely that there is demand within the district for further provision to come forward, however proposals will be supported by Policy EC04 in Town Centre Locations for leisure uses, meaning that should an operator wish to bring forward a leisure use, Breckland will consider it positively, dependant on location.

Each of the market towns in the district has a leisure centre, which allows for indoor and outdoor sports, in addition to other gyms and sports clubs. Breckland Council is currently undertaking a £2.6 million project to expand and refurbish Attleborough Leisure Centre to improve existing facilities in the town and increase leisure capacity in the south of the district.

There are two public swimming pools in the district at present, in Dereham and Thetford. In addition, many of the towns and villages have teams for cricket, football, rugby and other sports such as bowls. Breckland is also home to three hockey clubs in Dereham, Watton and Thetford. Many sports clubs in the district cater for all ages, with teams for children, adults and veterans. Additional outdoor sports facilities are to be secured either within major sites, or through developer contributions, as set out in the open space section of this document below.

Green Infrastructure and Open Space

Accessible and high-quality open space is an integral infrastructure component that contributes to the both the physical and mental health and wellbeing of people and communities, protects and enhances biodiversity and habitats and helps to offset the impacts of development on the climate.

In 2025, Breckland Council commissioned an open space assessment in order to ascertain the level and quality of public open space available to residents and inform requirements for additional open space alongside future development. The assessment covered Parks and Gardens, Natural and Semi-natural Green Space, Amenity Green Space, Provision for Children and Young People, Allotments and Cemeteries and Churchyards. In addition, Breckland commissioned a Playing Pitch Strategy to provide an action plan on protecting and enhancing existing sports pitches and calculations on projected needs based on housing growth.

Parks and Gardens

The open space assessment found that there are 7 registered parks/gardens within the district, with 5 of these being in the larger settlements, with an additional 2 that didn't form part of the assessment due to an admission fee making them less accessible to the public. Due to the nature of the registration with Historic England, provision of additional open space in the form of Parks and Gardens is not something can be addressed via local plan.

Natural and Semi-Natural Green Space

Breckland, due to its rural nature boasts a significant quantum of Natural and Semi-Natural Green Space. Across 94 sites, there are over 930 hectares of this type of open space, in addition to 18,000 hectares within Thetford Forest, managed by the forestry commission, that was excluded from audit in the open space assessment. Breckland will seek to retain and enhance these types of open space within the planning process.

Amenity Green Space

The Breckland Open Space Assessment identified over 265 hectares of provision across 351 Amenity Green spaces. A number of open space sites have been submitted for inclusion within the local plan, and many of the larger allocations will include areas of amenity green space that will be secured through site specific policies and subsequent conditions and section 106 agreements.

Provision for Children and Young People

Currently, there are 170 play sites in Breckland covering approximately 11 acres, according to the Open Space Assessment. This includes formal play equipped areas as well as skate parks, basketball courts and MUGAs.

Breckland Council will secure provision of additional play facilities and playing pitches through planning obligations on all major residential developments, to a quantum defined by the Breckland Open Space Calculator. Where it isn't possible to include this within the site, developer contributions will be required in order to provide improvements to existing nearby play.

The open space calculator uses a base figure of 26.2 square metres per 1.5 population generated by a development and an additional 12 square metres of children's play per 1.5 population, which in turn is calculated on a multiplier per bedroom in each respective dwelling. In addition to this, the calculator identifies the type of play equipment or sports areas required based on the number of dwellings proposed or alternatively, a monetary contribution toward equivalent off-site provision. It is by this mechanism in tandem with planning obligations, that Breckland will secure useable and high-quality new open spaces within the district as part of this plan.

Allotments

The open space assessment found that the district holds 52 hectares of allotment land across 49 sites. Many of the allotments within the district currently have waiting lists, which shows that there is a shortfall in provision compared to supply. There are no new allotments directly proposed within any of the plan allocations, however Breckland is bringing forward a policy within the plan to secure provision of allotment land on all large and strategic sites in order to address the new demand generated by those without exacerbating the existing need for additional plots.

Cemetaries and Churchyards

Breckland has 143 sites of this typology which equates to 78 hectares of space in total. There are no proposals for additional sites however provision of this type of green space infrastructure will be supported where there is a need. It is generally accepted that there is a nationwide shortage of burial space and as such it is possible that additional sites which propose new cemeteries would be supported and encouraged in principle, which would increase the amount of this type of open space.

Sports Pitches

Whilst not assessed by the Open Space Assessment in detail, the quantum and quality of sports pitches and facilities was assessed by the Breckland Playing Pitch Strategy.

It has been identified that there is a shortfall of playing pitches for some sports, and the demand will naturally increase in line with housing growth. The action plan aims to be used as a tool in the planning process to identify which areas within the current provision require protecting and which require enhancing. The funding for which will be secured via section 106 agreements in line with recommendations from the open space calculator and Sports England as well as funding for where it is identified that there is a need for new playing pitches.

Biodiversity

Biodiversity is characterised as the variety of animal and plant life existing in a particular area or habitat. It is important that the delivery of growth and development does not harm the biodiversity of the district and the wider natural environment. As of April 2024, there has been a statutory requirement for most development to provide biodiversity net gain of at least 10%. This is in recognition of the loss of important habitats with the aim of improving on what was previously there to enhance the natural environment. Breckland aims to achieve 20% biodiversity net gain, double the amount required by the Environment Act 2021, through policy ENV03, which recognises that 10% is the statutory minimum but actively encourages and favours proposals that exceed this.

Due to the rurality of the district, Breckland is rich with Biodiversity. Within the district are 4 National Nature Reserves, 2 Local Nature Reserves and a vast Special Protection Area for Stone Curlews which is also a Site of Special Scientific Interest, along with many other SSSIs throughout the district and a significant number of Ancient Woodlands.

One area in which Breckland will preserve and enhance Biodiversity in the district is through the policy requirement for a Suitable Alternative Natural Greenspace (SANG) in the allocation for a new village to the north of Thetford. This has been proposed by the developer and is intended to be secured as part of the development in order to provide a genuine alternative and mitigate the impact of the volume of new dwellings in the vicinity by providing a large area of open space outside of the Breckland Special Protection Area that covers large swaths of Thetford Forest which attracts thousands of visitors every year.

Blue Infrastructure and Flood Risk

There are several watercourses throughout the district that present some risk in relation to flooding, with areas of flood zone 2 and 3 found frequently adjacent to these.

All sites allocated within the plan have been reviewed by the Lead Local Flood Authority, to ensure that current flood risk is managed or avoided and that the scale of proposed development will not worsen this. It has also been a requirement of the assessment of the sites that they have provided information on how SuDS will be approached during development in order to mitigate flood risk in accordance with LLFA guidance.

Physical Infrastructure

Strategic Transport Priorities:

Rail

There are 5 railway stations in Breckland, all situated in the south of the District. These are Thetford, Attleborough, East Harling, Snetterton (which is a request only stop) and Brandon, which falls just within the district despite the town of Brandon being within West Suffolk.

These all fall on the same line and are somewhat constrained by factors outside of the district, improvements to which could greatly enhance opportunities within Breckland. At this time there are no plans to re-open the long since closed train lines in the north of the district.

Strategic rail enhancement priorities affecting Breckland district include: Ely/Haughley junction capacity enhancements, Trowse swing bridge upgrade, eastern extension to East-West Rail and maximising the opportunity surrounding the movement of freight via the rail network. Whilst all of these upgrades lay outside of the district and Breckland has no direct influence on their delivery, they nonetheless represent important opportunities for economic growth for the district and ease of access in and out of Breckland, making it more attractive for investment. Presently, Network Rail have presented the case for the Ely area capacity upgrades to the Government and whilst at this time it is unfunded, there is a clear appetite to secure these upgrades in the future from local authorities and stakeholders across the region.

Strategic Road Improvements

The Strategic Road Network (SRN) is managed by National Highways, with two strategic trunk roads going through Breckland. The A47 which dissects the district towards the north, providing a direct road link between the larger centres of Kings Lynn to the West on which Swaffham and Dereham are both situated and Norwich to the East and the A11 which runs adjacent to two of the other market towns – Thetford and Attleborough, and provides a setting for the Norwich-Cambridge Tech Corridor, an important area for economic growth and development in this and adjoining districts.

Strategic trunk road network investment priorities in/affecting Breckland district include: A11 further upgrades addressing bottleneck junctions at Attleborough, Mildenhall Fiveways, Thickthorn and Thetford; A47 dualling and the Norwich Western Link.

Work to dual the stretch of the A47 which runs between East Tuddenham and Easton has commenced and is expected to be completed in 2027. The project will improve both journey times and road safety on the A47, particularly at junctions with poor accident records currently.

The improvements to the Thickthorn Junction at Norwich, where the A47 and A11 meet are also underway, with the construction of link roads between the two trunk roads aiming to reduce reliance on the existing roundabout and the additional congestion caused by housing growth in that area. Whilst this is outside of Breckland, it is important for the wider road

network and accessibility of Breckland residents to Norwich as the closest city, but also to Cambridge and London so provides benefits in terms of convenience and economic opportunity.

Similarly, plans for improvements to the Fiveways junction on the A11 at Barton Mills in the West Suffolk District are under consideration. The junction is a vital part of the route into the district from the south and is close in proximity to Thetford. Improvements would see the provision of additional lanes and signalling, again providing easier access to and from Cambridge and London. At this time, the project is within its infancy, however it is possible that significant progress will be made during the local plan period.

Presently, the project for the Norwich Western Link Road is on hold following the withdrawal of the planning application due to ecological constraints. The road would connect the A47 and A1067 with a direct dual carriageway link, providing ease of access to the Broadland Northway, formerly known as the NDR, and the north of Norwich and the county as a whole. The proposed link road would have linked into the upgraded A47 at East Tuddenham and been situated close to the proposed East Tuddenham Strategic Development Area allocated within the Breckland Local Plan. Whilst on hold for the time being, the project is considered a priority for Norfolk County Council.

Local Transport Priorities:

Attleborough Link Road is a key transport priority for Attleborough, required for planned strategic growth (4,000 dwellings) on the Attleborough Sustainable Urban Extension (SUE), connecting the B1077 near Bunns Bank to London Road. The link road will distribute new and existing traffic away from the town centre and enable traffic management measures to be implemented within the town centre such as HGV restrictions. Delivery of the link road is a planning requirement of the scheme and will be phased so that up to 1,200 homes can be built before the link road is required to be opened in full. The Attleborough SUE is allocated and has planning permission. Discussions are ongoing with development interests and key partners in order to bring forward the full completion of the road before the requirements of the planning obligations are triggered. Homes England have now acquired the first phase of the SUE and are holding discussion with lead promoter of the site in respect of potentially acquiring further phases. A draft Strategic Outline Business Case for the road has been completed to assist with any future funding bids for delivery.

Thetford Gateway Project

Thetford Train Station is an important gateway to the Town, particularly given the Town's position within the Cambridge-Norwich Tech Corridor. However, issues surrounding connectivity and accessibility mean that the asset is currently underutilised. Thetford suffers from an under-supply of commercial space, particularly in relation to office accommodation.

Since the advent of COVID-19, many people have left larger cities (and jobs) for Breckland and seek to set up new small businesses. As a consequence, there is a lack of supply of flexible commercial space, particularly small, high-quality office units for use by small businesses and flexible office space for use by adjacent business park residents. This initiative aims to tackle both of these challenges by improving accessibility to the station to encourage more visitors and users of rail, and to develop the immediate surrounds of the station to develop flexible commercial space.

The project will introduce:

- Improvements in station accessibility including better access across the tracks which today are limited to a footbridge with no lifts and very limited vehicle access to the north.
- Better connections between the station and town centre; better and more welcoming access to the adjacent business park.
- Reconfiguration of the existing station buildings to create commercial space for use by small businesses and start-ups.

Active Travel

The Norfolk County Council have published a Countywide Local Cycling and Walking Infrastructure Plan². The purpose of the Countywide LCWIP is to help identify and prioritise short, medium and long-term infrastructure schemes which will enable increased levels of cycling, walking and wheeling (using a wheelchair or mobility aid) across the county. As of February 2024, the schemes are unfunded. Priorities for Breckland include connecting Swaffham to Watton and connecting Snetterton to Attleborough and Thetford as well as the following: -

Attleborough

A priority active travel route has been identified that creates a linear north south route that connects residential areas along the Norwich and London Roads with central services, employment areas and schools. A network of routes will also provide connectivity between residential areas, including areas where urban extensions are planned and shops, schools and employment areas.

² [Local cycling and walking infrastructure plans - Norfolk County Council](#)

Route Number	Route	Route Description
	London Road to Norwich Road	A 4.8km linear cycling and walking route connecting new residential and employment areas in the southwest with the town centre and central employment areas via London Road. This route also links with Rosecroft Primary School on London Road as well as Attleborough Academy on London Road.
	Sustainable Urban Extension (SUE) to town centre via train station	A 2.3km route connecting residential areas within the SUE with employment areas on Maurice Gaymer Road, greenspace at Gaymers Park as well as public transport, central services and places of employment in the town centre.
	Sustainable Urban Extension (SUE) central to High Street	A 0.7km route connecting residential areas in the SUE with employment areas on Maurice Gaymer Road and key services and employment areas in the town centre via Leys Lane. Leys Lane has been identified as a crossing point over the railway line for the SUE.
	Sustainable Urban Extension (SUE) west to High Street	A 1.6km cycling and walking route connecting residential areas in the

		SUE with central services and employment areas in the town centre via Flowers Lane and Hargham Road. Flowers Lane has been identified as a crossing point over the railway line for the SUE.
	Sustainable Urban Extension (SUE) corridor route	A 5km corridor route to enable cycling, walking and wheeling connectivity with and within in the SUE. The route will provide access to central services within the SUE and to residential, education and employment areas. The route will also connect to housing and employment allocations in the south of Attleborough via London Road.

Dereham

The priority active travel routes in Dereham aim to improve connectivity by linking new and existing residential areas with central employment areas and key services as well as health services, schools and greenspace. The routes also extend through to proposed site allocations.

Route Number	Route	Route Description
One	Toftwood to town centre	A 2.9km route along Baxter Row, Southend, along a section of the National Cycle Network and through Toftwood. The route provides access

		to recreational facilities and to education; Grove House Infant and Nursery School, Dereham Church of England Junior Academy and Toftwood Junior School. This would be the primary cycling and walking route for residents of Toftwood and the new development to the south.
	Dereham Town FC to town centre	A 2.5km route along Norwich Street and Norwich Road from the town centre to Dereham Town FC. The route provides access to recreation, education, including Dereham Neatherd High School and Neatherd Moor, and access to employment sites along Norwich Street and to the new development off Norwich Road.
	Dereham Hospital to town centre	A 1.3km route along High Street, Theatre Street and Cemetery Road from the town centre to Dereham Hospital. The route provides access to recreation and education facilities, including Dereham Northgate High School and Dereham Golf Club, and to the new developments adjacent to Swanton Road.
	Business Park to town centre	A 2.4km route along London Road and Yaxham Road connecting

		the town centre to key employment areas, including the industrial estates of Yaxham Road and Rash's Green, the Business Hub and Breckland Council. The route also provides access to the new development to the south of Dereham
	Scarning to town centre	A 1.8km route along Church Street, Washbridge, Lucy's Meadow and Dereham Road. The route provides access to the education facilities of Dereham Infant School and Scarning Primary School and provides access to recreation such as Lucy's Meadow. It also provides cycling and walking access to the town centre for residents living in the west of Dereham.

Swaffham

The priority active travel routes in Swaffham aim to provide connectivity by linking the north, south, east and west of the town via four routes that meet in the town centre. The routes connect residences, businesses, schools, caravan sites and central services. The route heading northwards also has potential to link to any new cycle path to Watton via the Crab and Winkle Line.

Route Number	Route	Route Description
	Swaffham Bypass to Mangate Street	1.3km route that runs north to south from Swaffham Bypass in the north to the town centre.

		The route links employment areas such as the retail park on the east of Castle Acre Road with residential areas. The route also provides connectivity north of Swaffham and has potential to link to any new cycle path on the Crab and Winkle Line to Watton.
	Redland Road roundabout to Mangate Street	1.8km route starting from the northeast point of Swaffham town centre and linking the south of the town centre to the Brandon Road/ Redland Road Roundabout in the south of Swaffham. The route also joins Swaffham Junior School and Leisure Centre.
	Lynn Street to Swaffham Bypass (roundabout)	A 2.7km route linking new and existing residential areas with central services and places of education. This route also provides a link with future wider connectivity opportunities and services at the Swaffham bypass roundabout.
	Lynn Road to Butter Cross	A 1.2km route from Swaffham Market to Breckland Meadows Touring Park. The route connects residences, businesses and caravan sites to the town centre

Thetford

The priority routes aim to provide connectivity between residential areas, places of employment and education, commercial areas and central services including the Thetford train station and bus station.

Route Number	Route	Route Description
	Sustainable Urban Extension to London Road	A 5.5km route enabling connectivity between the Sustainable Urban Extension (SUE) and Kingsfleet Housing Development (east) to Kilverstone, the central services in the town centre, residential areas and greenspace.
	London Road (A11 Junction) to Mundford Road (A1066 Junction)	A 2.5km route enabling connectivity with areas of employment in the south and central services in the town centre. This route also links with the existing shared use path at the London Road (A11) roundabout.
	London Road to Croxton Road via bus and train station	A 3.2km route which connects the river and residential areas to the west of town with the town centre, bus station, train station and schools. The route extends to the north of Thetford, linking up residential areas with the Sustainable Urban Extension (west) and National Cycle Network

	Castle Street to Riverside Path	A 2.7km route connecting residential areas in with the town centre with National Cycle Route 1 and greenspace
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Watton

The priority routes for Watton connect residential areas with the services and retail available on the High Street as well as the recreational opportunities on the edge of the town such as Loch Neaton.

Route Number	Route	Route Description
	Loch Neaton to High Street	A 0.7km route providing connectivity between residential areas, greenspace (Loch Neaton) and leisure facilities along Dereham Road and Cadman Way with central areas of employment on High Street.
	Hendon Avenue to Queens Hall	A 2.5km route from the Queens Hall junction on Norwich Road. The route connects residential areas with areas of employment and central market locations
	Jessup Road to Queens Hall	A 1.2km route connecting new residential areas in the south of Watton at Queens Hall to Wayland Academy Norfolk and central areas of employment
	Thrextton Road to Dereham Road	A 1.9km route connecting residential areas to a

		major employment area in the west of Watton. The route passes central places of employment and education (Watton Primary school) along High Street and Brandon Road.
	Wayland Academy to Thetford Road	A 0.7km route connecting Wayland Academy Norfolk, residential areas and the town centre

Utilities

Snetterton Energy Supply.

The Snetterton Heath commercial comprises approx. 90 hectares of currently allocated employment land. A historic power capacity constraint has recently been alleviated via the construction of a new primary substation at Snetterton, initially providing 6MVA output, with the ability to be expanded up to 36MVA output.

Mains Sewerage - Access to mains sewerage represents a barrier to growth faced by this location and a key threat to achievement of the delivery of development strategy. As there is no existing mains disposal available at Snetterton Heath, all flows are treated via private solutions.

Initial feasibility work has been completed to consider the necessary works required and likely cost of delivering a mains solution for all the growth likely to occur at the location. The cost of delivering is estimated currently at approx. £3.8m on the basis that two pumping stations will be required, and the nearest existing sewer is in Attleborough. A mains sewer solution would represent a safer, cleaner, and more sustainable solution and allow for strategic growth in the area.

Strategic Sites

Barkers Farm and Roudham / Larling

The promoters of these two strategic sites are being encouraged to work together to bring forward a cohesive plan for development, which would also allow for a joint approach to infrastructure provision.

Health

The closest GP practice to these developments is the East Harling & Kenninghall Medical Practice, East Harling. The practice is already constrained with regards to its estate infrastructure and expansion would be difficult due to the physical constraints of the site. There is also a local community pharmacy in East Harling.

The closest dental practices, opticians, community health services, mental health services, ambulation stations and other additional services are in the nearby towns of Attleborough and Thetford.

For acute hospital services, this development is within the catchment area for the Norfolk and Norwich University Hospital.

The requirement for new health care infrastructure will be assessed by the Integrated Care Board and discussed with partner providers, and a consultation response will form the basis of this provision. Given the scale of this development and the constraints on local service infrastructure, it is proposed that contributions towards a new health care facility in the area will form part of the ICB response.

Education

The requirement for new primary schools will be assessed by the County Council and a consultation response will form the basis for this provision. Given the size of the potential conjoined development, it is foreseen that this consultation response will likely include a requirement for a new secondary school.

The catchment secondary school for Larling is Old Buckenham High School. However, Old Buckenham High School is a very small secondary school and has limited ability to expand. Wayland Academy Norfolk in Watton has some capacity and could be extended, however the quantum of dwellings proposed is likely to generate significantly more pupils than could be provided for through extension of existing high schools in the area. In addition, a nursery or SEND provision could be considered as part of the deliverables with regard to education.

Transport

- Highways works need to be agreed following a transport study.
- A development proposal should address:
- Public transport
- Active travel: walking & cycling, including over/under the A11 between the two parts of the site
- Internal movements
- Parking standards
- Road network

East Tuddenham

Health

The nearest GP practice to this development is Mattishall Surgery. The practice is already constrained with regards to its estate infrastructure and expansion would be difficult due to the physical constraints of the site. There is also a local community pharmacy in Mattishall.

The closest dental practices, opticians, community health services, mental health services, ambulation stations and other additional services are in the nearby town of Dereham and on the West outskirts of Norwich.

For acute hospital services, this development is within the catchment area for the Norfolk and Norwich University Hospital.

The requirement for new health care infrastructure will be assessed by the Integrated Care Board and discussed with partner providers, and a consultation response will form the basis of this provision. Given the scale of this development and the constraints on local service infrastructure, it is proposed that contributions towards a new health care facility in the area will form part of the ICB response.

Education

The developer is proposing 2.3H of land for the provision of early years education, enough to support a 2FE Primary School, on site. Additional funding for expansion of other nearby schools may be required through planning obligations, subject to consultation with the County Council.

In terms of secondary education, it is likely that the two Secondary Schools in Dereham would take the majority of pupils arising from the development. Both of these have space to expand, and subject to assessment from the Norfolk County Council, funding for this may be secured by developer contributions from this site and others that may impact on school capacity in the area.

Transport

The development would likely connect to the de-trunked portion of the A47, of which a dualling project is currently underway. This would be subject to consultation with National Highways as to the means of connection.

Transport to nearby secondary schools may require partial funding from developer contributions.

A development proposal should address:

- Highways works need to be agreed following a transport study.
- Public transport
- Active travel: walking & cycling, in particular links to Hockering
- Internal movements
- Parking standards
- Impact on existing road network

Thetford

Health

The closest GP practices to these developments are Grove Surgery and School Lane Surgery. These practices are already constrained with regards to its estate infrastructure and expansion would be difficult due to the physical constraints of the site, however there is some space available for PCN use at the Thetford Healthy Living centre, this would help to mitigate some of the constraint but not fully. Especially if the housing growth proposed is realised.

There is also a local community pharmacy, dentistry, opticians, community health services, ambulance station and mental health services available within Thetford.

For acute hospital services, this development is within the catchment area for the West Suffolk Hospital.

The requirement for new health care infrastructure will be assessed by the Integrated Care Board and discussed with partner providers, and a consultation response will form the basis of this provision. Given the scale of the proposed development and the constraints on local service infrastructure, it is proposed that contributions towards a new health care facility in the area will form part of the ICB response.

Education

Appropriate provision of or contribution towards local need to be made with details to be considered in consultation with the County Council during the Regulation 18 stage, due to reduction in the quantum of dwellings proposed.

Transport

The developer will provide links over/under the A11 in order to connect the site to the extant Thetford Urban Extension as well as a bridge over the railway that dissects the site.

A development proposal should address:

- Highways works need to be agreed following a transport study.
- Public transport
- Active travel: walking & cycling, in particular links to the town of Thetford
- Internal movements
- Parking standards
- Impact on existing road network

Urban Extensions

Swaffham

Health

The closest GP practices to the developments in Swaffham are Campingland Surgery, Manor Farm Medical Centre and Plowright Medical Centre. Between the three GP practices there is currently a small surplus of infrastructure capacity 5.1 sqm. With the amount of proposed growth for the area this will quickly be absorbed and the need for additional capacity will arise.

Swaffham also has a dental practice, two opticians, a community health centre, and an ambulance station, other additional services are found in Watton, Dereham. For acute hospital services, this development is within the catchment area for the Queen Elizabeth Hospital, King's Lynn.

The requirement for new health care infrastructure will be assessed by the Integrated Care Board and discussed with partner providers, and a consultation response will form the basis of this provision. Given the scale of development and the constraints on local service infrastructure, it is proposed that contributions towards reconfiguration of existing healthcare facilities in the area will form part of the ICB response.

Education

Due to the quantum of new dwellings proposed, it is likely that the developer will be required to provide 1x2FE Primary School with Nursery and SRB provision and developer contributions to support expansion of the existing school estate that will be required based on the phasing and pace of development.

The potential for expansion to the existing Secondary School within the town will need to be considered along with the academy trust's willingness to pursue expansion, with contributions from the developer to be required towards this.

Transport

It is not foreseen that there will be any significant transport infrastructure provided by the development, however the impact of development on the A47 junction with Norwich Road will have to be assessed in consultation with National Highways.

A development proposal should address:

- Public transport
- Active travel: walking & cycling, including routes to the existing town centre
- Internal movements
- Parking standards
- Local Road network

Watton

Health

The closest GP practice to proposed developments is the Watton Medical Practice. The practice has some capacity with regards to its estate infrastructure but this would be quickly absorbed with planned developments in Watton and the surrounding smaller villages. There is a local community pharmacy and Health Centre in Watton.

The closest dental practice being in nearby Griston, however opticians, mental health services, ambulation stations and other additional services are located further away in the towns of Attleborough, Dereham and Swaffham.

For acute hospital services, this development is within the catchment area for the Norfolk and Norwich University Hospital.

The requirement for new health care infrastructure will be assessed by the Integrated Care Board and discussed with partner providers, and a consultation response will form the basis of this provision. Given the scale of development and the constraints on local service infrastructure, it is proposed that contributions towards increasing capacity at the local health care facility in the area will form part of the ICB response.

Education

Provision of a 2FE Primary Facility will be required in order to meet the number of students that will be generated by the development, with a minimum of 2.3H of land required to site it.

The nearby secondary school within Watton is already oversubscribed due to existing and future expected need and as such, the developer would have to make contributions towards either expansion of the existing school or provision of transport to other schools in Attleborough or Old Buckenham, depending on the pressures put on the schools by growth in those areas.

Transport

The developer is proposing a number of highway improvements including upgrades to bus stops within the vicinity, extension and integration of existing footpaths to provide pedestrian access to the site and pedestrian crossings on Norwich Road, however these would need further discussion with the Local Highway Authority.

A development proposal should address:

- Highways works need to be agreed following a transport study.
- Public transport
- Active travel: walking & cycling, in particular links to the town centre and Carbrooke village via the public open space.
- Internal movements
- Parking standards
- Impact on existing road network

Employment

Snetterton

Environmental

LLFA has concerns regarding surface water management of the site and that the proposed sustainable drainage system will be insufficient for the proposal.

Transport

Highways studies may need to be updated in light of the level of development in the areas surrounding Snetterton and the impacts this will have on the A11.

Traffic flow management also needs to be examined so as to encourage people to use the most appropriate route instead of the shortest route. And to consider how to improve traffic for local users, especially for Snetterton Village.

Proscribed routes should be identified for HGV vehicles

Sustainable transport options for the site need to be explored including:

- Better pedestrian access
- Cycle lanes
- Additional bus services

Swaffham

Environmental

There are no significant site-specific environmental concerns in relation to this allocation, however a sufficient drainage scheme will be required in consultation with the LLFA. Biodiversity corridors will be encouraged in any development proposals as well as ground-mounted renewable energy sources.

Transport

The site lies to the north of the A47 and would be accessed via Procession Lane, which would require significant widening and upgrading to accommodate employment development, to a level to be agreed with the local highway authority. In addition, it is foreseen that input from National Highways will be required to assess whether traffic regulation is required to mitigate the impact of increased use of procession lane on the flow of traffic on the A47.

Dereham

Environmental

There are no significant site-specific environmental concerns in relation to this allocation, however a sufficient drainage scheme will be required in consultation with the LLFA. Biodiversity corridors will be encouraged in any development proposals as well as ground-mounted renewable energy sources.

Transport

The site lies directly to the south of the A47 which can easily be accessed at the Etling Green Interchange. A development proposal for the site will be required to widen Mattishall Road and provide a footway that links to the existing footway on Mattishall Road allowing for safe pedestrian access from the built up area of Dereham. Any additional required highways upgrades will be carried out following formal consultation with the local highway authority and National Highways.

The Breckland Infrastructure Delivery Plan will be updated throughout each stage of the local plan making process, with additions and amendments made in conjunction with the Regulation 18 consultation.

