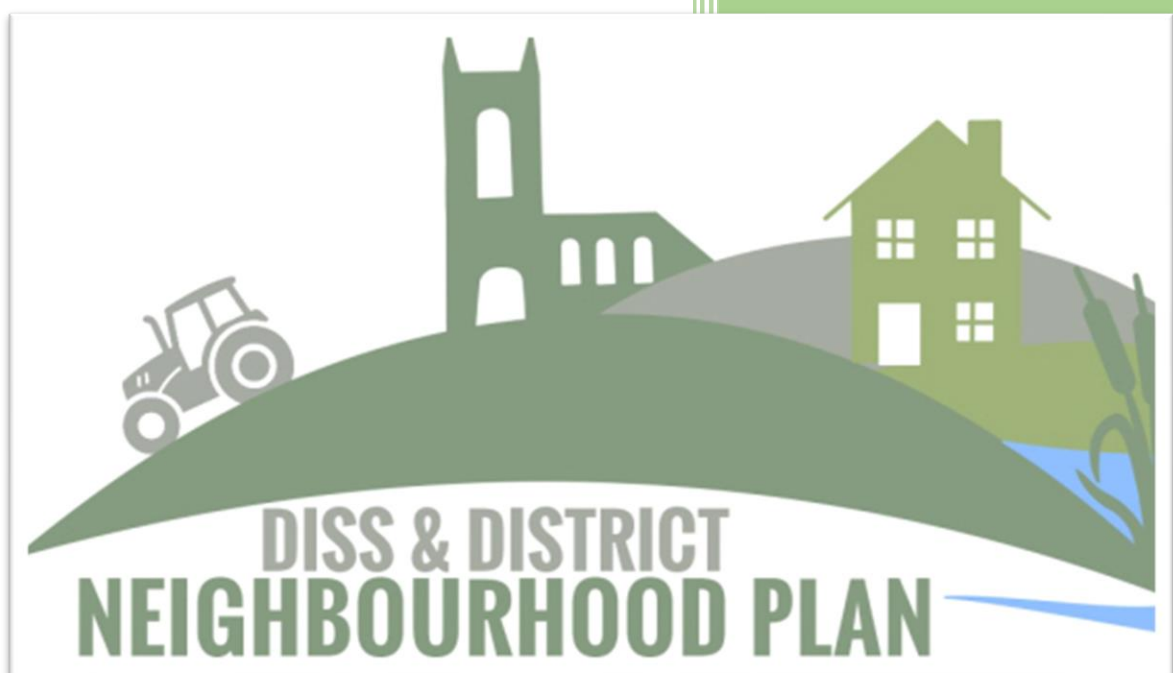


JUNE 2021

Diss and District Neighbourhood Plan 2021-2038 Regulation 14 Pre-Submission Final Version



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1 INTRODUCTION AND SUMMARY OF KEY SETTLEMENTS

1.1 INTRODUCTION

1. The Diss and District Neighbourhood Plan (DDNP) is a joint Neighbourhood Plan between Diss Town Council and surrounding parish councils: Roydon, Burston and Shimpling, and Scole in South Norfolk and Palgrave, Stuston and Brome and Oakley in Mid-Suffolk.
2. The partnership was formed in July 2017, with Diss considered the commercial, cultural and leisure hub both for the residents of Diss and also for those living in its surrounding parishes. All seven parishes benefit from its facilities and take a keen interest in its plans for the town centre, housing, leisure and employment.
3. A joint plan ensures that policies such as those in relation to housing, green corridors and walking and cycling routes are considered across a wider area. This ensures a greater and more coordinated impact than if each individual parish were to create its own plan. **Housing growth will generally be expected to focus on the more sustainable locations such as Diss first and foremost as well as those villages with day to day services.**
4. The planning period for the DDNP will be 2021-2038.
5. **Figure 1** shows the designated area for the Neighbourhood Plan. Diss is the main settlement, whilst the surrounding parishes are generally rural with small villages and some scattered development and farm buildings.

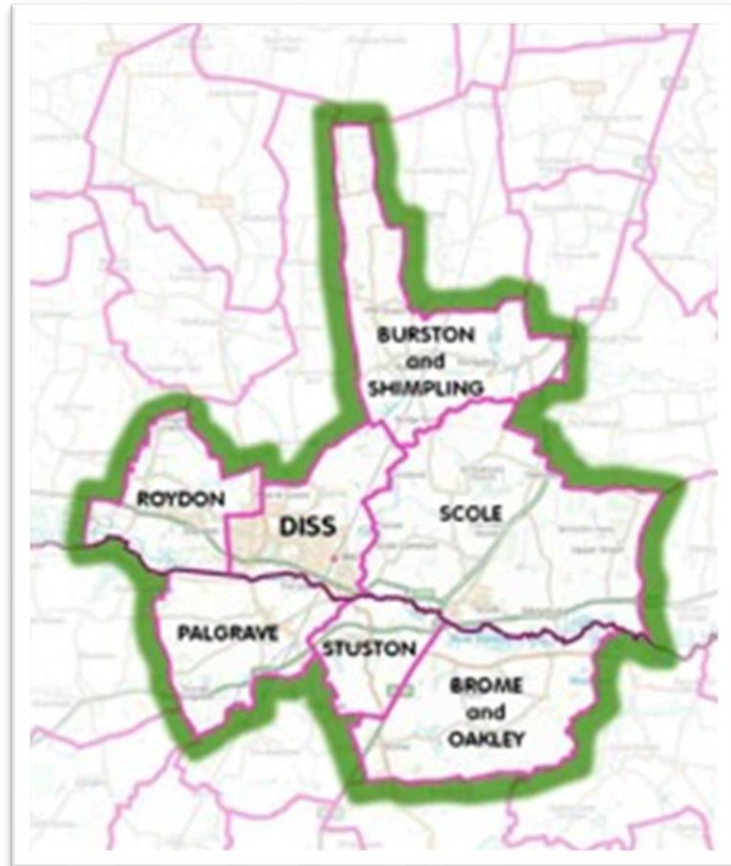


Figure 1 The Diss and District Neighbourhood Plan area comprises seven parishes and is one of the most complex plans undertaken in the UK.

1.2 Diss

6. Diss is a market town mentioned as a Royal Manor in the Domesday Book. The market dates from 1135 and a Charter for the 'Great Annual Fair' was granted in 1195. The fair was held by the bridge crossing the river Waveney at Fair Green for 700 years until 1872.
7. The 13th to 16th centuries saw the rise of the wool and linen trade and merchants used their wealth to build fine houses, warehouse and guild halls. They also built and added to the parish church.
8. This prosperity was consolidated in the 16th and 17th centuries and a large proportion of the buildings in the town centre survive from this period, although some were lost in a fire in Mere Street in 1640. Some fine Georgian houses and cottages were built in the 18th and 19th centuries, mostly of brick, compared with the timber framing of their predecessors. The arrival of the railway in the 19th century led to the growth of various industries and housing along Victoria Road, and helped the town to prosper without affecting the centre.
9. The central core comprises the Market Place, St Marys Church, Market Hill, the Corn Hall, St Nicholas Street and a network of alleys, passages and shopping courtyards comprise what is probably the original core of the town. This area is known today as the Diss Heritage Triangle.
10. Many famous people have lived or been connected to Diss which is borne out by streets being named after them. Sir John Betjeman thought that Diss was "the perfect English Country town", but one that was better appreciated if you walked about it, rather than just drive through it.
11. Diss is located in the Waveney Valley on the Norfolk/Suffolk border in South Norfolk. The town is connected by the A140, A1066 and regular rail services on the Norwich to London railway line. It has a wide selection of shops ranging from small local businesses to large superstores, meaning it not only serves its residents but the surrounding rural catchment.
12. The town centre has a mixture of attractions including Georgian and Edwardian buildings, a public park, the iconic Mere water feature, auction rooms, Diss Corn Hall Theatre and Arts Centre, plus a broad range of cafes, restaurants, pubs and a marketplace with a regular Friday market.
13. The Norfolk Market Town Centre Report 2019¹ found that Diss has 160 town centre retail and business units. Most town centre units are comparison retailers, which include clothing and charity shops. Vacant units have reduced in the town centre by seven units since 2018, and in 2019 four vacant units were recorded. This evidence is of course somewhat outdated now, particularly given the impact of Covid-19, the true effects of which on the 'high street' we are yet to fully see.
14. Diss is identified as a Main Town in the 2014 Joint Core Strategy for Broadland, Norwich and South Norfolk² and the emerging Greater Norwich Local Plan³ for the same districts.



Image 1 The weekly market in Diss dates from 1135

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

² [2014 Joint Core Strategy for Broadland, Norwich and South Norfolk](#)

³ [emerging Greater Norwich Local Plan](#)

15. The town has a wide range of services and facilities available, and is therefore seen as suitable for significant housing and employment growth. In addition to having a good range of shops and facilities in the town centre, there is a concentration of commercial and industrial businesses to the east of the town (located either side of the railway), with further land allocated for expansion.

16. Further afield, approximately three miles from the town, near Eye, is the Mid Suffolk Business Park which also offers significant employment opportunities. This falls just outside the Neighbourhood Plan area.

17. The town is located to the north west of the junction of the A140 and A143 and is on the main Norwich-Ipswich-London rail line. As such, the town is well located for new development. There are vehicular pressures on the A1066 Victoria Road and B1077 Denmark Street as they pass through the town, with congestion, especially at key junctions such as the Morrisons A1066 roundabout,

considered a barrier to growth. The roundabout on the road going into Morrisons is also important to the development of land to the south of Park Road, for which there is an ambition to develop a new 'Waveney Quarter' of the town with leisure facilities and green open space.

18. In addition, the growth of housing along Frenze Hall Lane, a road which is single track in two places, has led to congestion issues as it is a major route for those travelling into the town or to the schools from the east, and also those travelling west to the railway station or commuting in the Eye/Ipswich/Norwich direction.

19. Diss has an attractive historic town centre within an extensive Conservation Area, that extends to Sunnyside at the north and Park Road to the south. The historic core of Diss is formed by the Market Place, Market Hill, and St Nicholas Street and the town includes an exceptional concentration of listed buildings.

20. Several open green spaces are located within the heart of the town, including The Mere and adjacent park, as well as private open land that contributes significantly to the character of the town.

21. Employment uses are mostly located to the east of the town centre and accessed by the A1066, residential areas are concentrated to the north of the A1066.

22. The main shopping area is located in the centre of the town around the Mere.

23. The 2015 South Norfolk Local Plan⁴ and emerging Greater Norwich Local Plan⁵ seek to avoid the coalescence of Diss with the nearby villages, particularly Roydon to the west, where the settlement boundary of Diss crosses the parish boundary into Roydon. As such, the scope for expansion of the town is seen to be constrained.



Image 2: Diss has a wealth of historic buildings and a rich heritage

⁴ <https://www.southnorfolkandbroadland.gov.uk/current-local-plan/adopted-south-norfolk-local-plan>

⁵ [emerging Greater Norwich Local Plan](#)

1.3 SOUTH NORFOLK VILLAGES (ROYDON, SCOLE AND BURSTON & SHIMPLING)

24. Both **Roydon** and **Scole** have been designated Service Villages in the Joint Core Strategy for Broadland, Norwich and South Norfolk and therefore able to accommodate small scale growth through site allocations, and in-fill. The village of **Burston** (in the parish of Burston and Shimpling) is designated as an 'Other Village' and so suitable for small-scale development only.

Roydon

25. The main settlements in the parish are concentrated in several distinct areas. There is the main village of Roydon, focused around the High Road, and the nearby hamlet of Snow Street. For the purposes of development, certain parts of east Roydon come into the development boundary of Diss: those parts of Roydon to the west of Shelfanger Road and north of Factory Lane and, in addition, Tottington Lane west of Fair Green.
26. The parish also contains clusters of housing around Brewers Green, Baynards Green and along Roydon Fen track.
27. Roydon village is located on the A1066 overlooking the Waveney Valley. It comprises several residential estates to the north of the road built over a period of decades during the second half of the 20th century, and a ribbon of development, started in 1930, along its south side. To the east, Factory Lane, containing a single row of bungalows and some of the earliest council houses built in Roydon, leads to Quaker Wood (the Millennium Community Wood). The surrounding fields and Quaker Wood help to separate Roydon from the developed area of Diss.
28. Elsewhere, the village is surrounded by open farmland affording attractive views from Swamp Lane and Baynards Lane across to Snow Street, from Darrow Lane across a shallow valley to the north and east, and across the larger Waveney Valley to the south (including the Roydon Fen Nature Reserve). Settlement is of a linear nature along Snow Street, Baynards Lane and Hall Lane. These combine to create an attractive environment, where trees are integral to the setting of the dwellings. Roydon has a fine abundance of Grade II listed houses, the majority of which are in Snow Street, with others to be found in Baynards Lane, Hall Lane and Brewers Green.
29. Roydon's only Grade I listed building is its church, St Remigius. The church building dates from the 1100s with many changes through the ages. It has one of the distinctive round towers that are to be found in Norfolk with an octagonal top added in the 1800s to replace an earlier top. Pevsner remarks on its particularly good north porch with flushwork panelling.
30. The A1066 provides Roydon with a direct east-west link to Diss and other settlements along the Waveney Valley. Old High Road provides a further link to the centre of Diss via Roydon Road. The B1077 Shelfanger Road links northward to Shelfanger and Attleborough.
31. The village contains a range of facilities including a primary school, service station with a well-stocked shop, village hall and pub with restaurant. The late 19th century primary school now boasts a substantial 21st century extension. Roydon benefited in 1988 from the building of its Village Hall which was, until the pandemic, fully utilised. The timber-framed 16th century White Hart pub with restaurant is well supported by the local community.



Image 3 Roydon village sign, in front of the Community Centre

Scole

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



Image 4 St Andrews Church, Scole

Burston and Shimpling

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



Image 5 Shimpling's distinctive St George Village Sign

1.4 MID-SUFFOLK VILLAGES (PALGRAVE, STUSTON AND BROME & OAKLEY)

- 40. The adopted 2008 Mid Suffolk Core Strategy⁶ defines **Palgrave** as one of twenty six 'Secondary Villages' in the settlement hierarchy. Stuston and Brome and Oakley are not listed in the Settlement Hierarchy and as such are designated as 'countryside villages'.
- 41. The Core Strategy Focused Review (2012)⁷ does not require Secondary Villages and countryside villages to accommodate development over the period 2012 to 2027. Emerging policy in the Joint Local Plan to 2036⁸ placed all three parishes in the 'Mid- Suffolk Hinterland Villages' category.

Palgrave

- 42. Palgrave is located south of Diss and the South Norfolk District Boundary and is identified as a Hinterland Village. The settlement consists of primarily 20th century residential development with several listed buildings mainly located around the triangular green around the Parish Church of Saint Peter.
- 43. The Green is also the core of the settlement and the Conservation Area. The landscape in Palgrave and the immediate surrounding area is characterised primarily as Ancient Plateau Claylands with a band that wraps around from the north to the east and the south characterised as Rolling Valley Farmlands and Furze. Palgrave lies within the Protected Habitats Mitigation Zone.



Image 6 Palgrave village sign

Stuston

- 44. Stuston is located west of the A140, south-east of Diss and the South Norfolk District Boundary and is identified as a Hinterland Village in the Local Plan. The linear settlement pattern is concentrated along the Old Bury Road and consists of primarily listed buildings with a small number of 20th century residential development.
- 45. A large area of the parish is dominated by Stuston Common which covers some 70 hectares. The northern part of the Common is occupied by Diss Golf Club.
- 46. The landscape in Stuston and the immediate surrounding area is characterised primarily as Rolling Valley Farmlands and Furze with the western aspect of the settlement characterised as Rolling Valley Claylands.



Image 7 Stuston village sign

⁶ [2008 Mid Suffolk Core Strategy](#)

⁷ [Core Strategy Focused Review \(2012\)](#)

⁸ [Joint Local Plan to 2036](#)

Brome and Oakley

- 47. Brome is located east of the A140, north of the Eye Airfield Site and is identified as a Hinterland Village.
- 48. The settlement consists of primarily linear 20th century residential development along the Rectory Road with a number of dispersed individual listed buildings and a small cluster of listed buildings in Brome Street.
- 49. The landscape in Brome and the immediate surrounding area is characterised as Rolling Valley Claylands.
- 50. Oakley is classified as a Hamlet Village. Upper Oakley consists of a series of dispersed residential buildings continuing east from Brome Street, and Lower Oakley is a linear development alongside the B1118 and adjacent to the River Waveney, and includes some listed buildings, including the Grade II* listed Poplar Farmhouse.



Image 8 Oakley Church

2 WHAT IS 'NEIGHBOURHOOD PLANNING'?

2.1 OVERVIEW OF NEIGHBOURHOOD PLANNING

51. Neighbourhood Planning was introduced in the Localism Act 2011. It is an important and powerful tool that gives communities such as parish councils statutory powers to develop a shared vision and shape how their community develops and changes over the years.
52. The Neighbourhood Plan will be a document that sets out Local Planning policies for the Neighbourhood Plan area and these will be used to decide whether planning applications are approved or not, alongside the adopted policies of South Norfolk Council and Mid-Suffolk Council. It's a community document, that's written by local people who know and love the area.
53. The Neighbourhood Plan has to support the delivery of the 'strategic policies' contained in the Local Plans for Mid-Suffolk and South Norfolk. This includes the scale of housing growth for the area and the distribution of that housing growth.
54. The Local Planning Authorities have provided indicative housing numbers that the Neighbourhood Plan should support. Most of the housing growth will be in Diss with some in the villages, though not all of the villages. This is discussed further in Section 6.
55. The Neighbourhood Plan can include 'non-strategic policies', such as the mix of housing needed, design principles for new development, conserving and enhancing the natural and historic environment, and protecting local green spaces from development. **The Neighbourhood Plan can also allocate land for the indicative housing growth, or it can leave that to the Local Planning Authorities.**
56. **The DDNP is allocating a number of sites for housing so that there is more local control over where new development is built.**
57. Once a Neighbourhood Plan has been brought into force, following consultation with residents and a local referendum, it becomes part of the statutory development plan for the parish and will be used by the Local Planning Authorities in deciding on all planning applications where relevant in the Neighbourhood Plan area.

2.2 PROCESS OF DEVELOPING THIS NEIGHBOURHOOD PLAN

58. The plan area was shown in **Figure 1** earlier, and this was designated as a Neighbourhood Plan Area in August 2017 following a consultation that was run by South Norfolk Council.
59. Working on behalf of the community and the town and parish councils, the Neighbourhood Plan Steering Group has prepared this plan that will shape and influence future growth across the area. The stages in developing the plan are shown in **Figure 2** on the next page.
60. **A broad range of evidence has been reviewed to determine the issues and develop policies for the plan that will ensure the area grows in a way that meets the aims of the plan and, in particular, respects the needs of current and future residents.**
61. **The policies contained within it will influence the design, location and type of new homes being delivered, as well as ensuring infrastructure improvements are delivered alongside growth so as to maximise community benefit.**

Figure 2: Neighbourhood Plan Process

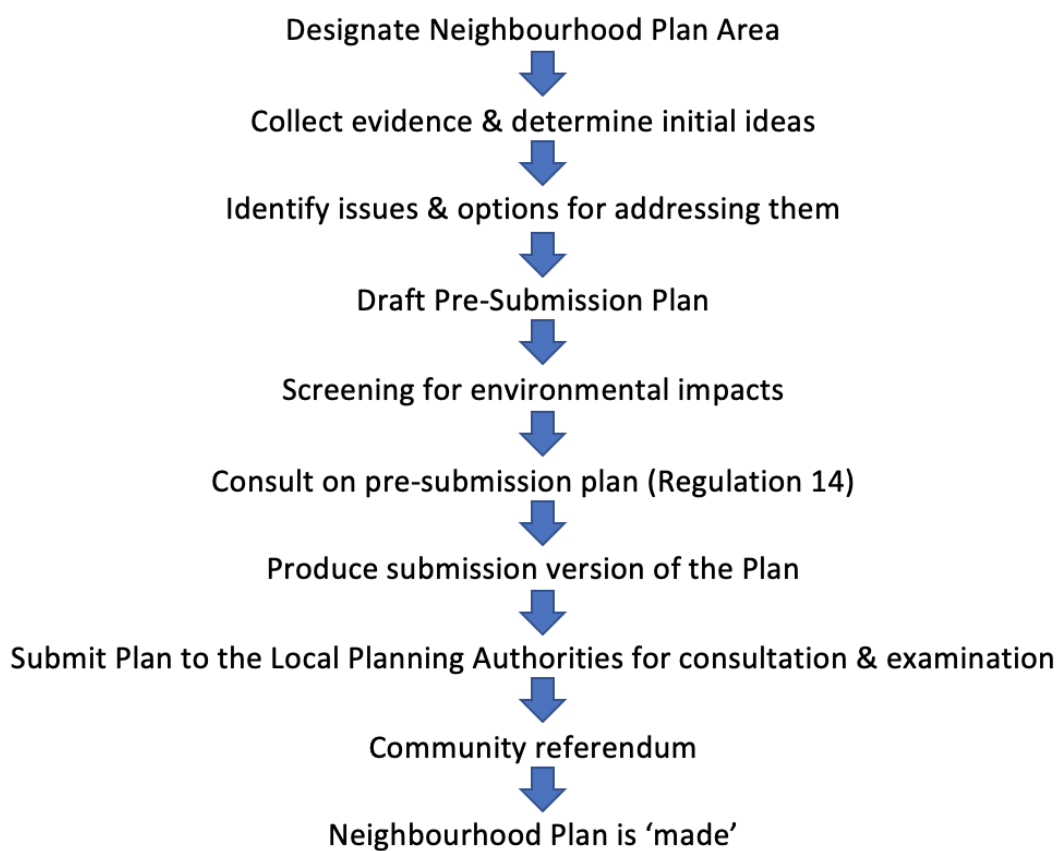


Figure 2 The Neighbourhood Plan process

3 CONSULTATION WITH RESIDENTS

62. This Neighbourhood Plan is being developed by residents of the Neighbourhood Plan area on behalf of the wider community. A steering group, comprising representatives of the Town Council and Parish Councils, has overseen the process throughout. At various stages of the plan's development, working groups of residents have input, particularly in terms of identifying assets such as Local Green Spaces, and building up evidence for the plan.
63. Engaging the wider community in development of the Neighbourhood Plan has been a key focus for the steering group.
64. Early 2018 saw the first public consultation take place by way of a survey delivered to every household, around 8,000, in the area. The key issues and themes emerging from this initial consultation were:
 - a) The issues of congestion on the A1066 and traffic generally, in particular regular delays for commuters and train station users, plus the lack of footpaths and safe cycle routes.
 - b) The need to ensure the area included the right housing to meet local need.
 - c) The need to support growing businesses
 - d) Ensuring the sustainability and attractiveness of Diss town centre for visitors and shoppers
 - e) The need for each parish to retain its own character and sense of place.
 - f) The integration of high quality, reliable digital communications
 - g) The provision of modern medical facilities, community activities, arts and culture, sports and leisure to local communities
 - h) The preservation of an area rich in natural features, ecology, archaeology, culture, history and heritage.
65. The more recent consultation in the Summer of 2020 focused on identifying the key issues the plan should tackle, such as supporting ecology and Diss town centre. The consultation also explored potential policies for the plan, such as a strategic gap or 'green wedge' between Roydon village and Diss to avoid their coalescence. It also gave a range of options for some policy matters. This included options for designating green areas as Local Green Spaces to afford them some protection, and suggesting various sites that could be allocated for new housing.
66. Given the impact of the Covid pandemic on the ability to engage with local communities face to

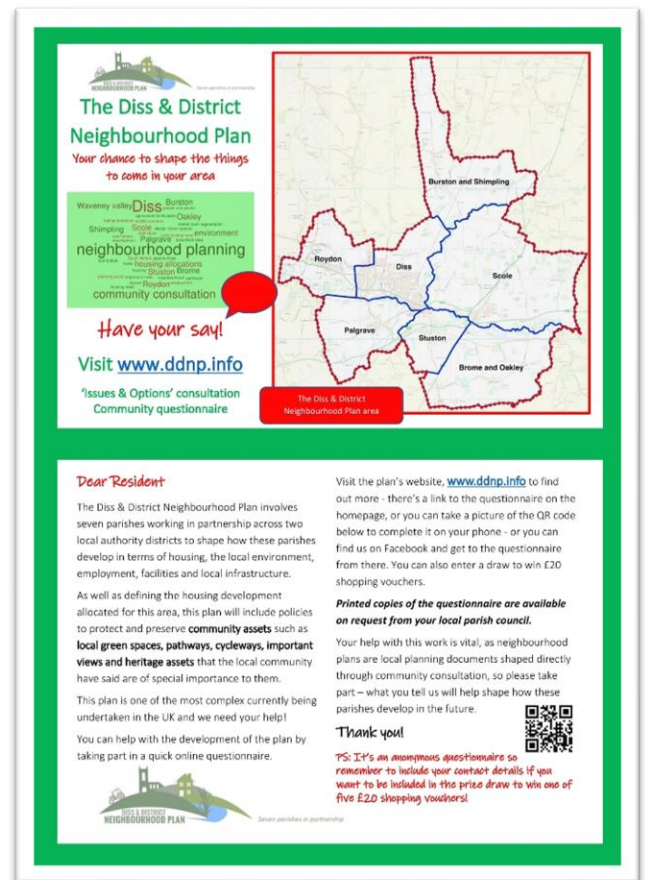


Image 9 Fliers, posters, postcards and banners were distributed, delivered and displayed across the DDNP area for the two consultations to raise awareness

face, the steering group had to rely on a questionnaire, available both online and in printed format. It was extensively promoted, and had an excellent response, with around 1,000 completed surveys. This was followed up in Autumn 2020 with a second questionnaire focussing on additional housing sites and Local Green Spaces that had been suggested in the Summer consultation. This second survey had 530 responses.

67. This engagement has helped the working group to formulate a pre-submission draft (this document), which is now being consulted upon as part of Regulation 14.
68. A full account of consultation activities, the key points and how these were considered by the working group throughout the process will be set out in a Consultation Statement which will accompany the final plan.

4 VISION AND AIMS

4.1 THE DDNP'S VISION STATEMENT AND TEN AIMS:



The Diss & District Neighbourhood Plan Vision Statement:

'A vibrant community around a thriving market town'

The Aims for the DDNP are:

Aim 1: Sustainable Growth

Allocate the required housing growth in sustainable locations across the neighbourhood plan area, ensuring that it's the right mix to meet the needs of current and future residents.

Aim 2: Design & Character

Ensure that new buildings, especially housing, are designed to a high building and environmental standard and have a positive impact on Diss and the villages, retaining the individuality of each community within the Neighbourhood Plan area.

Aim 3: Growth & Infrastructure

Align growth with the required infrastructure and make sure future development will deliver the infrastructure needed for our communities and businesses.

Aim 4: Ecology & Habitat

Make a positive impact on ecology and ensure everyone across the Plan area has an opportunity to enjoy and support local wildlife.

Aim 5: Transport & Traffic

Help people choose sustainable ways of getting around in the Neighbourhood Plan area.

Aim 6: Sports & Leisure

Ensure adequate sports and leisure facilities for the whole community are provided.

Aim 7: Digital Connectivity

Provide digital connectivity that supports and benefits all businesses and homes across the neighbourhood plan area.

Aim 8: Diss Town Centre

Enhance the Diss town centre experience for residents and visitors.

Aim 9: Community Character

Protect and preserve those special qualities and features that are valued by the community.

Aim 10: Addressing local climate change issues

Ensure that the need to address climate change runs through all aspects of the Plan

Figure 3 The Vision and Aims of the DDNP

4.2 HOW THE POLICIES WILL DELIVER THE PLAN


 Diss & District Neighbourhood Plan Aims and Policies Matrix										
DDNP Aims and Policies	Aim 1: Sustainable Growth	Aim 2: Design & Character	Aim 3: Growth & Infrastructure	Aim 4: Ecology & Habitat	Aim 5: Transport & Traffic	Aim 6: Sport & Leisure	Aim 7: Digital Connectivity	Aim 8: Diss Town Centre	Aim 9: Community Character	Aim 10: Addressing local climate change issues
Policy 1: Scale and Location of Housing Growth	✓		✓		✓				✓	✓
Policy 2: Housing Mix	✓								✓	
Policy 3: Affordable Housing	✓									
Policy 4: Design		✓		✓					✓	✓
Policy 5: Green Corridors			✓	✓				✓		✓
Policy 6: Road Traffic Improvements			✓							
Policy 7: Walking and Cycling Networks			✓		✓	✓		✓		✓
Policy 8: Diss Leisure Centre			✓		✓	✓				
Policy 9: Broadband			✓				✓			✓
Policy 10: Funding and delivery of infrastructure			✓		✓					
Policy 11: Strategic Gap between Diss/ Roydon village									✓	
Policy 12: Local Green Space				✓		✓		✓	✓	✓
Policy 13: Protection of local views								✓	✓	
Policy 14: Heritage Assets		✓							✓	

Figure 5: How the individual planning policies will support the Aims of the DDNP


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

Figure 4: Some of the policies are not strictly 'planning' related. Nevertheless, it was felt that they were important enough to include in the plan and be called 'Community Actions'

5 INTRODUCTION TO THE POLICIES

5.1 LOCAL PLANS

69. The Local Planning Authorities have local plans in place, and are in the process of developing new local plans. **The local plans comprise strategic policies such as the housing requirement and how that will be distributed around the districts, site allocations for where new housing should go, and detailed development management policies on matters considered as part of individual planning applications, such impacts as residential amenity and design.**
70. As described above, the local plans contain the strategic policies, and the policies in the Neighbourhood Plan need to be in general conformity with these and it is not allowed to have its own strategic policies. The local plans also contain non-strategic policies for the whole of South Norfolk and Mid-Suffolk, and this emerging Neighbourhood Plan contains some non-strategic policies for Diss and District itself specifically and which will apply to the plan area when determining planning applications.

5.2 THE NATIONAL PLANNING POLICY FRAMEWORK

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

6 DELIVERING GROWTH

6.1 INTRODUCTION

76. National Planning Policy Framework Chapter 5 requires plans ensure a significant increase in the supply of new homes. The National Planning Policy Framework also says that Neighbourhood Plans should use the indicative housing requirement provided by the local planning authority, which needs to be seen as a minimum number of homes to be delivered in the plan period.
77. For Diss (including part of Roydon) the Greater Norwich Development Partnership (GNDP) has provided an indicative housing growth figure of 400 new homes. Part of this is fulfilled by the allocation of Frontier Agriculture on Sandy Lane for 150 homes in the Greater Norwich Local Plan (GNLP). The DDNP will meet the remaining overall housing requirement for 250 homes. In addition to this strategic requirement for 400 new homes, there are three carried forward allocations providing for 104 new homes and a total of 241 additional dwellings with planning permission. **This gives a total deliverable housing commitment for Diss (including part of Roydon) of 745 homes between 2018-2038.**
78. The South Norfolk villages of Burston, Scole and Roydon have been provided with an indicative housing growth figure of at least 25 new homes each by South Norfolk Council, with the expectation that this will be met within the Neighbourhood Plan.
79. Policy SP04 of the Babergh and Mid-Suffolk Joint Local Plan (JLP) sets out that 10% of new homes will be delivered in the Hinterland Villages. The table at paragraph 09.12 sets out the minimum housing requirement for the DDNP of 64 new homes within the parishes of Brome and Oakley, Palgrave and Stuston. Of these, a total of 49 already have planning permission, which leaves a requirement for 15 to be allocated.
80. **Table 1 below** provides the indicative housing growth requirements across the DDNP area. As the parishes of Brome and Oakley, Palgrave and Stuston are considered jointly in the JLP, as set out above, the requirement is combined in the table below for these parishes.

Parish	Indicative Housing Requirement	Carry-forward allocations	Existing permissions	Allocation in the Local Plan	Total housing commitment
Diss (including part of Roydon)	250	104	241	150	745
Roydon	25	0	0	0	25
Scole	25	15	24	0	64
Burston & Shimpling	25	0	0	0	25
Brome & Oakley, Palgrave and Stuston	15	0	49	0	64
Total	340	119	294	150	923

Table 1 Indicative housing growth requirements across the DDNP area to 2038

figure, which provides a useful buffer in delivery terms. Scole has decided to allocate for more than its 25 dwellings to help meet the local housing need and enable younger residents to remain in the village. The total for Scole will be 30. In addition, housing over and above this is likely to be delivered as part of unplanned or windfall developments across the Neighbourhood Plan area.

89. A number of housing allocations are also being carried forward in Diss from the Joint Core Strategy for Greater Norwich.

6.3 SCALE AND LOCATION OF GROWTH ACROSS THE DISS AND DISTRICT AREA

90. As set out in Section 6.2 the DDNP is allocating **494 new homes** across the plan period, this includes homes to meet the requirements set out by the District Councils, plus a number of allocations that have been carried forward from the existing Local Plans.
91. In some areas, Diss, Scole and Brome, the new allocations will deliver in excess of the quantum of development required, though only marginally, totally **35** more in total. This 'over-allocation' provides a useful buffer to ensure delivery of new housing remains on track, and also helps to meet specific local need for housing, as evidenced in the Housing Needs Assessment undertaken by AECOM¹⁰.
92. **Policy 1: Scale and location of growth** sets out the spatial distribution of growth across the DDNP, with each of these set out in detail in **Section 6.4**. In addition to housing allocations there are mixed use and employment allocations in Diss which form part of delivering regeneration south of Park Road and creating a new **Waveney Quarter**.

Policy 1: Scale and Location of Growth

Policy 1: Scale and Location of Growth				
The plan is making the following 18 allocations across the DDNP area:				
Site ref.	Site	Allocated for	Approximate size (ha)	Housing Number
Sites in Diss (including part of Roydon)				
DDNP01	Land north of the Cemetery, west of Heywood Road and east of Shelfanger Road, Diss (including part of Roydon)	Residential, cemetery extension & link road	8.91	200
DDNP02	Site of derelict Victorian Infant School, the Causeway, Diss	Residential	0.4	10
DDNP03	Site of the existing Leisure Centre, Victoria Road, Diss	Residential	0.31	20

¹⁰ Housing Needs Assessment (July 2019) AECOM [click to launch](#)

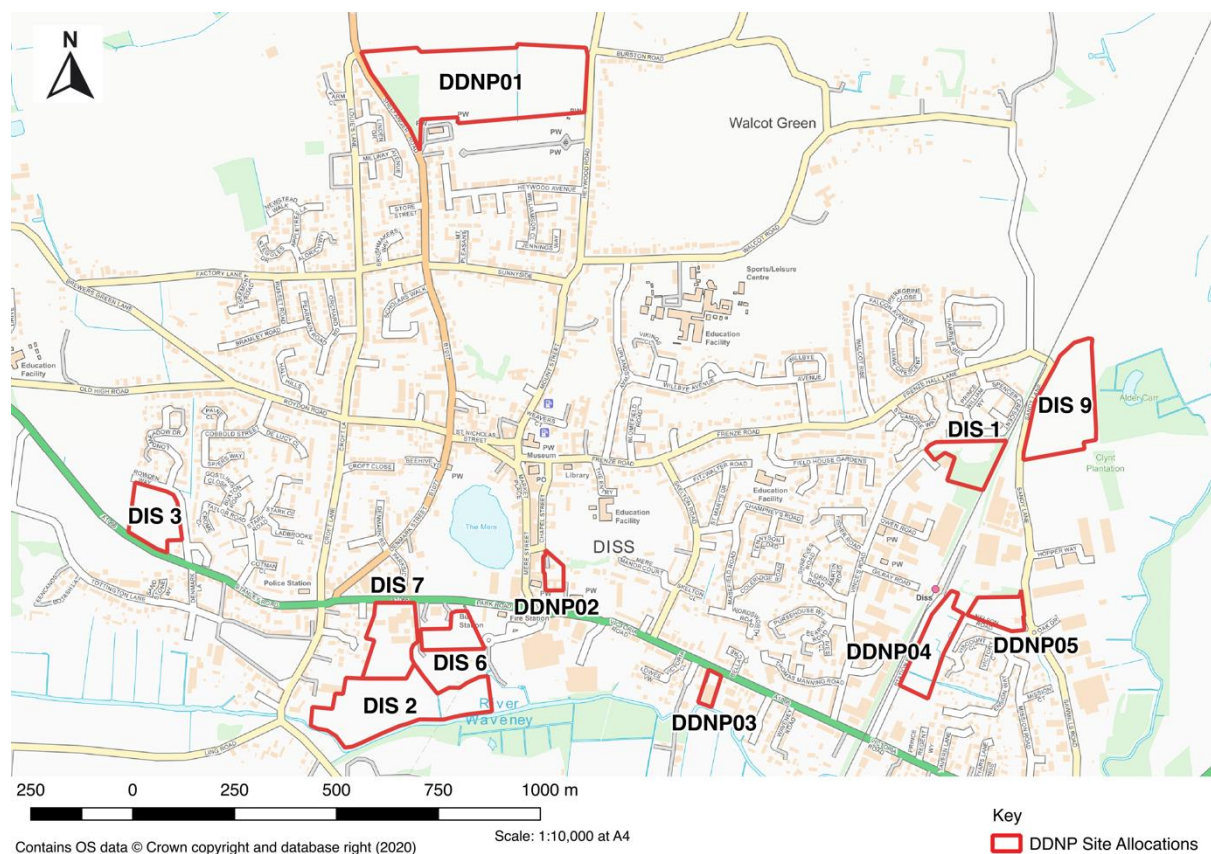
DDNP04	Land west of Nelson Road and east of Station Road, Diss	Residential	0.94	25
DDNP05	Land north of Nelson Road, Diss (Planning Application 2020/0478 for extra care housing)	Residential (Class C2)	0.9	10
DIS 1	Land north of Vince's Road, Diss	Residential	1.18	35
DIS 2	Land off Park Road, Diss	Open space & residential	4.6	10
DIS 3	Land off Denmark Lane, Roydon	Residential	1.6	42
DIS 6	Land behind Thatchers Needle, Diss	Hotel and residential	0.9	5
DIS 7	Feather Mills site, Park Road, Diss	Leisure Centre & residential	2.12	12
DIS 9	Land at Sandy Lane (north of Diss Business Park)	Employment	4.22	0
Total Housing Allocated in Diss (including part of Roydon)				369
Sites in Roydon Village				
DDNP06	Site south of Roydon Primary School, Roydon	Residential	1	25
Total Housing Allocated in Roydon Village				25
Sites in Burston				
DDNP07	Land west of Gissing Road, Burston	Residential and open space	1.54	25
Total Housing Allocated in Burston				25
Sites in Scole				
DDNP08	Land east of Norwich Road, Scole	Residential	1	25
DDNP09	Land at Rose Farm off Bungay Road, Scole.	Residential	0.85	20
DDNP10	Former Scole Engineering Site, Diss Road, Scole.	Residential	0.4	6
Total Housing Allocated in Scole				51
Sites in Brome & Oakley				

DDNP11	Land north east of Ivy House, Brome	Residential	0.61	9
DDNP12	Land north of the B1118	Residential	0.4	10
DDNP13	Land south of the B1118	Residential	0.2	5
Total Housing Allocated in Brome and Oakley				24
Overall total across the DDNP area				494

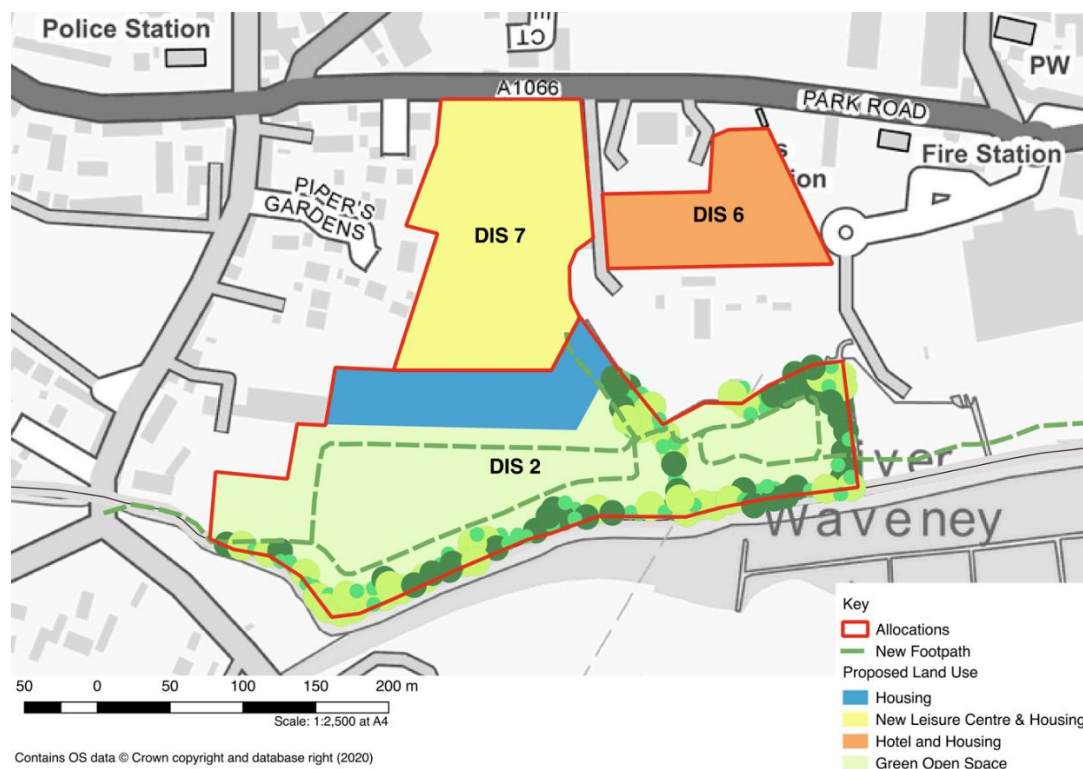
6.4 SITES IN DISS (INCLUDING PART OF ROYDON PARISH)

93. The overall strategy is to deliver growth in Diss in the most sustainable locations. There is a focus on sites which are within, close to or well connected to the town centre and link with other policy areas including a new walking/cycle network and green corridors, whilst protecting the heritage value of the town centre.
94. A number of allocations are on brownfield land, are within the settlement boundary or have already had the principle of development established.
95. An essential element of the plan is to promote regeneration of the south side of Park Road, establishing a new **'Waveney Quarter' along the River Waveney**. The vision is to enhance the attractiveness of both this area and the town centre, creating a multifunctional green space that connects the town with the river valley.
96. Development in this area will include improved green infrastructure, leisure facilities, business services, shops and some enabling housing development.
97. There will be a particular focus on good design of new homes to ensure a strong cohesive link with the historic character of the nearby Conservation Area. The area will become a focal point for recreation, walking and cycling as it will include improved links to and from surrounding villages.
98. There will be a new riverside walk and enhanced connectivity from the Diss Park and Mere. **It is also the preferred location for the new and improved Diss Leisure Centre.**
99. This is a longstanding ambition for the area, and although it is yet to be realised, despite previous allocations, there remains a strong case for leisure and retail in this central location, rather than housing. **There are relatively few alternative sites to accommodate these uses in a way that enables a thriving market town – a key element of the vision for this Neighbourhood Plan.** Four allocations are brought forward from the 2015 South Norfolk Local Plan to support delivery of this.

Proposed allocations in Diss



Map 1: Proposed allocations in Diss



Map 2: Waveney Quarter – Allocations south of Park Road

DDNP01: Land north of the Cemetery, west of Heywood Road and east of Shelfanger Road, Diss

100. This combination of sites is well related to the current character and form of the built-up area of Diss. It will also facilitate an increase in the size of the Cemetery and delivery of a link road from Shelfanger Road to Heywood Road to alleviate some traffic pressure in Diss town centre.
101. The allocation was supported by just over 50% of respondents to the issues and options consultation in Summer 2020.
102. A development of this scale has an opportunity to support delivery of low carbon infrastructure (eg. A ground source heat network; or solar PV with battery storage) and high standards of sustainable design and construction. All opportunities to achieve this should be pursued.

Policy DDNP01: Land north of the Cemetery, west of Shelfanger Road and east of Heywood Road, Diss and Roydon

This 8.9ha site is allocated for residential development to accommodate approximately 200 homes, 33% of which will be affordable.

The development will be expected to address the following specific matters:

- Four individual sites are included in this allocation and will need a coordinated approach to design, layout, landscaping, infrastructure provision and delivery. A master plan will be required to demonstrate how this will be achieved;
- Design will need to take into account the presence of a high-pressure pipeline located adjacent to the norther boundary of the site;
- A Transport Assessment will be required for the whole site allocation;
- Provision of a link road to connect Heywood Road and Shelfanger Road;
- Design will need to ensure that parking provision is contained within the site boundaries, so as to ensure that the new link road remains free from parked vehicles. This is essential as the link will become an important strategic east/west route around the town;
- The development will need to safeguard, at nil cost to the Town Council, a 1.2ha extension to the Cemetery. This is to ensure the burial ground is able to cater for the next 100 years, as currently plots for only around 40 years remain. This land will be utilised as informal recreation land until the point at which the extension is required.
- Deliver biodiversity net gain which includes habitat enhancement or creation to link with the nearby green corridors identified in **Policy 5**.
- The development will incorporate sustainable design and construction principles that maximise potential to achieve net zero carbon emissions and realise sustainability improvements over and above that set by Building Regulations, unless it can be demonstrated that this is not feasible.

DDNP02: Site of derelict Victorian Infant School, the Causeway, Diss

103. This is a brownfield site within Diss town centre. The former infant school, Mavery House, situated on the Causeway has been empty since the mid 1980s. It was known as the 'Council School' and remembered for its outside toilets. It started transferring pupils to the new school on Fitzwalter Road in the mid-1970s and finally closed in the mid 1980s. The building is not listed but is of some heritage value, with the building identified as having significant character in the Diss Conservation Area Appraisal. It is currently derelict, part of the boundary wall has collapsed and it has been subject to vandalism and graffiti.
104. Inclusion of the site for housing was supported by 71% of respondents to the DDNP survey in November 2020.

Policy DDNP02: Site of derelict Victorian Infant School, the Causeway, Diss

This 0.4ha site is allocated for residential development to accommodate approximately 10 homes.

The development will be expected to address the following specific matters:

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

DDNP03: Site of the existing Leisure Centre

105. The current Diss Leisure Centre dates back to the old open-air swimming lido, with a roof added in the 1980s. It is owned and managed by South Norfolk Council. The current site has a number of constraints which limit the leisure centre offer and a strategic plan exists to upgrade and relocate facilities within Diss. The timetable for this is currently uncertain, with the leisure sector significantly affected by the Covid pandemic. However this is understood to be a priority for South Norfolk Council and assurances have been made that this will take place during the plan period.
106. The site is located within the built-up area of Diss and existing settlement boundary. In addition to this, proximity to services, good transport links and the nature of surrounding development, it is felt that a high-density development is appropriate. Twenty homes on this site would be a density of 60 homes per hectare.
107. Just under 50% of individuals supported allocation of the leisure centre site during the July 2020 consultation. This may have been higher had it been clear that the site would only be developed once the leisure centre had moved elsewhere, rather than closed.

Policy DDNP03: Site of the Diss Leisure Centre

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

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

DDNP04: Land west of Nelson Road and east of Station Road, Diss

108. This brownfield site was allocated for employment use in 2015 as part of the current South Norfolk Local Plan but has not yet been developed. The promoter is now suggesting the site for residential use due to its proximity to Diss railway station. This has been agreed with South Norfolk Council and the employment allocation has not been carried forward as part of the Regulation 19 version of the GNLP.
109. The site lies just east of the railway line and is surrounded by existing industrial development to the north and the south, with residential development to the east. It is within the settlement boundary and in close proximity to a range of services and employment opportunities and has good transport links, including mainline train services to Norwich and London.
110. This allocation was supported by 61% of respondents to the DDNP issues and options consultation in July 2020. Some concerns were raised by residents about the site being adjacent to the railway and fuel depot. The design of the development and its landscaping will need to reflect this to ensure adequate amenity for future residents.

Policy DDNP04: Land west of Nelson Road and east of Station Road, Diss

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

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

DDNP05: Land north of Nelson Road, Diss

111. This site was allocated for employment uses in the 2015 South Norfolk Local Plan and is currently subject to a planning application (2020/0478) for the erection of an extra care facility containing 77 apartments. This application was approved by South Norfolk Council on 25 February 2021. Whilst this is commercial development, it is Use Class C2 (residential institutions) and therefore is considered to meet a residential need. The equivalent number of dwellings we can equate to this is 10, a ratio of 8:1, in accordance with Planning Practice Guidance (Paragraph 035 Reference ID: 68-035-2019722) and paragraph 11 of the Housing Delivery Test Measurement Rule Book (MHCLG, July 2018).

Policy DDNP05: Land north of Nelson Road, Diss

This 2.89 ha site is allocated for C2 use residential development of 77 extra-care apartments for people in need of care. The development will be expected to address the following specific matters:

- Provide appropriate landscaping along the site boundary to ensure adequate amenity for residents given the proximity of industrial units and the railway;
- Assess the potential for land contamination, and manage appropriately any contamination found;
- Post-construction finished ground levels must be submitted to ensure that areas surrounding the proposed building fall away from the structure. Where this is not possible, mitigation must be provided to ensure flood risk is not increased for proposed or existing structures on and off site;
- The drainage layout must be agreed with the Lead Local Flood Authority. The approved scheme will be implemented prior to first occupation.

DIS 1: Land north of Vince's Road, Diss

112. The site was allocated in 2015 as part of the current Local Plan but has not yet been developed. The principle of development is already accepted and it is expected that development will take place within the DDNP timeframe, which mirrors that of the new GNLP.
113. The site is considered in the calculation of the housing requirement, providing at least 35 homes, but more may be accommodated, subject to acceptable design and layout being achieved.

Policy DIS 1: Land north of Vince's Road, Diss

The 1.18ha site is allocated for residential development and will accommodate approximately 35 homes. The development will be expected to address the following specific matters:

- Deliver an access from Frenze Hall Lane through the adjacent housing development to the north of the site;
- Provide appropriate landscaping along the boundary to Vince's Road employment area;
- Contribute towards protection and enhancement of green infrastructure along Frenze Brook, including enhancement of the County Wildlife Site and adjacent land currently used for informal access; and
- Wastewater infrastructure capacity must be confirmed prior to development taking place.

DIS 2: Land off Park Road, Diss

114. The site was allocated in 2015 as part of the current Local Plan but has not yet been developed. The principle of development is already accepted and it is expected that development will take place within the DDNP timeframe, which mirrors that of the new GNLP.
115. This allocation is central to the vision for this part of Diss, with the key focus on improving amenity, green space and links with the river valley. A certain amount of enabling housing growth is considered in the calculation of the housing requirement, 10 homes, but more may be accommodated, subject to sensitive design and layout being achieved.
116. There is currently no highway access to this site, with its development for housing dependent on DIS 7 coming forward.

Policy DIS 2: Land off Park Road, Diss

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

- Provide a small number of homes sufficient to enable the remainder of the site to deliver open space, habitat improvement for local wildlife and a riverside walk;
- The homes must be located in Flood Zone 1 (taking into account reprofiling of the site), must be well related to existing development and closely related to each other (isolated properties will not be permitted). These homes must be designed and sited sensitively to reflect their position in the river valley and proximity to the Conservation Area;
- Include habitat improvement and creation that specifically enhances the function of the adjacent green corridor and buffers the river corridor;
- Development will incorporate any opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points where there is known high surface water flood risk on adjacent roads; and
- Facilitate the provision of a riverside walk to join the existing riverside walk which currently runs past both Morrisons and Tesco and connects to 'The Lows' leading to Palgrave.

DIS 3: Land off Denmark Lane, Diss (including part of Roydon parish)

117. The site was allocated in 2015 as part of the current Local Plan but has not yet been developed. The principle of development is already accepted and it is expected that development will take place within the DDNP timeframe, which mirrors that of the new GNLP.
118. The site is considered in the calculation of the Diss (including part of Roydon) housing allocation requirement, providing at least 42 homes, subject to acceptable design and layout being achieved.
119. Given its proximity to site allocation DDNP06 in Roydon Village, there could be cumulative impacts on traffic along the A1066 between Diss and Roydon, when this site is delivered. The stretch of the A1066 between Diss and Roydon is currently 40mph. The opportunity to extend the 30mph speed limit should be considered when this site comes forward for development.

Policy DIS 3: Land off Denmark Lane, Roydon

This 1.6ha site is allocated for residential development, to accommodate approximately 42 homes.

The development will be expected to address the following specific matters:

- Make appropriate footway improvement and provide road access from Denmark Lane without impinging on Roydon Loke (see DDNP06 for detail), which is part of the DDNP Green Corridors and is a well-used pedestrian and cycle route from Diss to Roydon;
- Provide approximately 10m landscape belt to the western boundary to provide a soft edge to the development;
- Street lighting to be in accordance with the Dark Skies policy 4(d) of the DDNP;
- Roydon Parish Council to be consulted at each stage as the planning progresses;
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Development will incorporate any opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points where there is known high surface water flood risk on adjacent roads; and
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

DIS 6: Land behind Thatchers Needle, Diss

120. This allocation is adjacent DIS 2 above and is an important part of delivering the vision set out in Section 6.4 above. It is adjacent the Conservation Area and Diss Park and the Mere lies just a short distance away. The site also lies adjacent Morrisons supermarket, an electricity sub-station and the town centre.
121. The site was allocated in the 2003 and 2015 Local Plan for mixed retail and leisure uses. Outline planning permission (2011/0049) was granted in 2011 for the erection of a 60-bed hotel, a restaurant/public house and associated parking on the site. The restaurant has since been delivered.
122. The site's location adjacent the town centre and Morrisons supermarket means it could be appropriate for a range of uses, including retail, leisure, offices (class A2) and a limited amount of enabling housing, amounting to 25% of the area. This has been considered in the calculation of the housing requirement as 5 homes. The design of any proposals will need to pay particular attention to the adjacent Conservation Area and situation near to the river valley.

Policy DIS 6: Land Behind Thatchers Needle, Park Road

Land amounting to 0.9ha is allocated for a hotel and enabling housing, with any housing only constituting a small (no more than 25% of the area) proportion of the site.

The developers of the site will be required to address the following specific matters:

- Provision of landscaping to screen the adjacent electricity sub-station;
- Impacts on TPO trees on Park Road are taken into consideration;
- Scheme design takes into account the adjacent Conservation Area;
- Potential for contamination on the site is assessed (and managed appropriately if any contamination found);
- Contribution made towards green infrastructure provision at DIS 2 (including habitat creation along the River Waveney);
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources;
- Development will incorporate any opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points where there is known high surface water flood risk on adjacent roads; and
- The primary access point will be off the roundabout with Morrisons Supermarket.

DIS 7: Feather Mills Site, Park Road, Diss

123. This allocation is another element of delivering the vision set out in **Section 6.4 (page 23)**. The site lies immediately west of DIS 6 and immediately north of DIS 2. It mostly comprises the Feather Mills factory. Its development is a key component of enhancing the leisure offer in Diss and creating a more attractive link between the town and the river valley.
124. This is the preferred site for the new Diss Leisure Centre. It is highly sustainable as is within close proximity to the town centre, good walking and cycling links (including the new riverside link proposed in DIS 2) and the bus station.
125. The site is located on the A1066 Park Road, the main east-west road through Diss. Pedestrian access across Park Road to/from the town centre on the existing crossing needs improvement, as crossing the road safely can be difficult due to the volume of traffic.
126. The site would be appropriate for a range of use, including retail (comparison goods), leisure, offices (class A2) and a limited amount of housing. Given its sensitive location adjacent the Conservation Area development proposals will need to pay particular attention to design. This site was allocated in the 2015 South Norfolk Local Plan and is carried forward in the DDNP.

Policy DIS 7: Feather Mills Site, Park Road

Land amounting to some 2.21ha is allocated for leisure and housing, with any housing only constituting a small (no more than 25% of the area) proportion of the site.

The developers of the site will be required to address the following specific matters:

- This is the preferred site for the new Diss Leisure Centre
- Any residential uses are concentrated along the western boundary (adjacent to existing housing);
- Improvements are made to the existing pedestrian crossing on the A1066 Park Road;
- Public access is allowed through the site to DIS 2;
- Impacts on TPO trees on Park Road are taken into consideration;
- Scheme design is sensitive to the adjacent Conservation Area and River Waveney;
- Potential for contamination on the site is assessed (and managed appropriately if any contamination found);
- Contribution made towards green infrastructure provision at DIS 2 (including habitat creation along the River Waveney);
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Development will incorporate any opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points where there is known high surface water flood risk on adjacent roads; and
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

DIS 9: Land at Sandy Lane (north of Diss Business Park), Diss

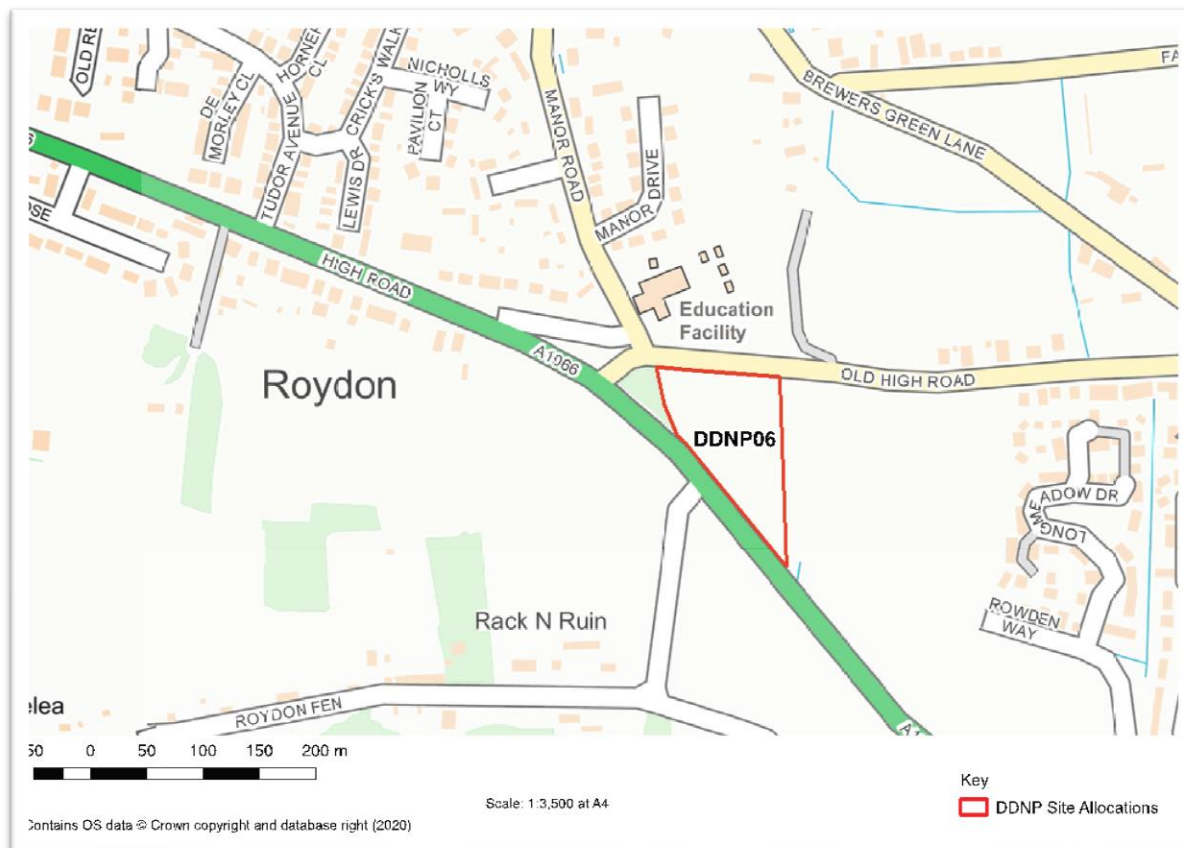
127. This employment allocation is brought forward from the 2015 South Norfolk Local Plan. The land is yet to be developed but the principle has been accepted and it is expected that development will take place within the DDNP time period.

Policy DIS 9 Land at Sandy Lane (north of Diss Business Park), Diss

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

- Development is restricted to uses B2/B8;
- Ensure safe access and deliver improved footway links to the town centre and railway station;
- Take account of the constraints caused by a gas pipeline within the norther part of the site;
- Provide appropriate landscaping to the eastern boundary and retain trees along the norther and southern boundaries of the site;
- Protect the adjacent County Wildlife Site to the east from unacceptable impacts by implementing an effective ecological buffer;
- Contribute towards protection and enhancement of green infrastructure, in particular that along Frenze Brook, including enhancement of the County Wildlife Site and adjacent land currently used for informal access. All green infrastructure should be integrated with that of surrounding sites;
- Wastewater infrastructure capacity must be confirmed prior to development taking place;
- Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.

6.5 ALLOCATIONS IN ROYDON VILLAGE



Map 3: Allocations in Roydon village



Image 11 Site south of Roydon Primary School

DDNP06: Site south of Roydon Primary School, Roydon

128. This site is currently utilised as agricultural land. It is well located, south of Roydon Primary School and with good access to local amenities including the shop, village hall, pub and bus stop.
129. Development in this location will further erode the gap between the village of Roydon and the built-up area of Diss, which includes part of Roydon parish. The gap is considered in some detail in **Section 8.1**.
130. In November 2020 we consulted on five potential sites for housing development in Roydon. This site received the most support from residents and from a suitability perspective has the least constraints.
131. Directly to the south of the site is a well used pedestrian and cycle route between Roydon and Diss. Informally, this is known as Roydon Loke. It is a section of the disused, old A1066/Denmark Lane. Roydon Loke forms part of Roydon's ecological network (see Appendix A, Ecological Network Basemap) and is maintained by Roydon Parish Council volunteers, with the consent of the Highway Authority.
132. Given its proximity to site allocation DIS 3 on Denmark Road in Diss (including part of Roydon), there could be cumulative impacts on traffic along the A1066 between Diss and Roydon, when this site is delivered. The stretch of the A1066 between Diss and Roydon is currently 40mph. The opportunity to extend the 30mph speed limit should be considered when this site comes forward for development.

DDNP06: Site south of Roydon Primary School, Roydon

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

- Appropriate highway access is created onto Old High Road taking into account the close proximity of periodic school traffic peaks;
- Adequate separation, in accordance with the strategic gap identified in **Policy 11**, is maintained between the development and Long Meadow properties;
- Existing trees and hedgerow along the boundary should be retained and enhanced;
- Provision of approximately 10m landscape belt to the eastern boundary to provide a soft edge to the development.
- Provision of pedestrian and cycle access to Roydon Loke, causing minimal disturbance to the latter due to its Green Corridor status;
- A Landscape Management Plan must be submitted alongside any application to demonstrate how the design is fitting with an edge of village location, and ensure impacts on the wider landscape are minimized;
- Street lighting to be in accordance with **Policy 4: Design**;
- Roydon Parish Council to be consulted at each stage as the planning progresses.

6.6 ALLOCATIONS IN BURSTON



Map 4 Allocations in Burston

DDPN07: Land west of Gissing Road, Burston

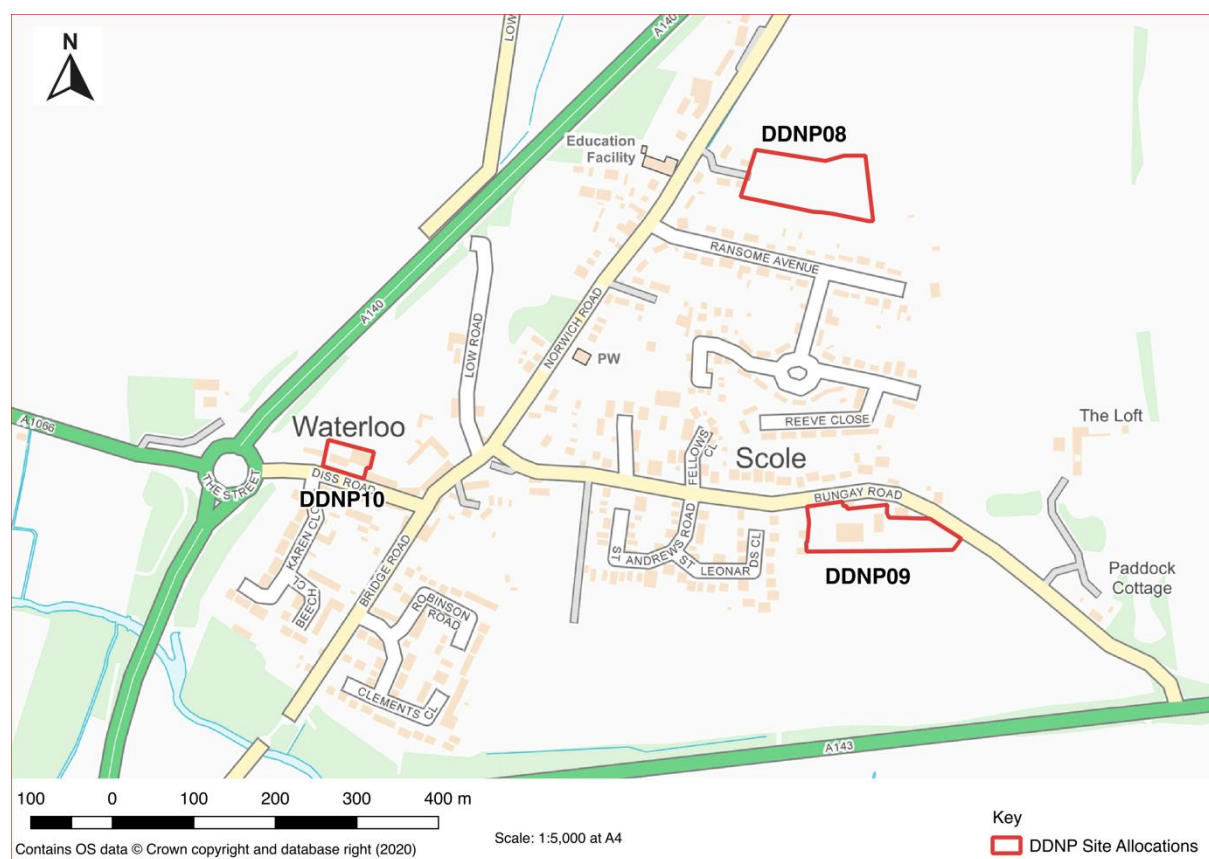
133. This is a large greenfield site adjacent the built-up area of the village, within close proximity of the school.
134. The site is screened on three sides by mature trees and hedgerow and runs adjacent a green corridor identified in **Policy 5**. It therefore provides an opportunity to enhance the corridor through habitat creation and improvement, and expectation is that a proportion of the site will be devoted to new open green space.
135. In the consultation on Issues and Options for the DDNP this site was the second most supported by residents, with just under 50% supporting its allocation within the plan.

DDPN07: Land west of Gissing Road, Burston

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

- Wastewater infrastructure capacity must be confirmed prior to development taking place
- Deliver new open green space, which includes habitat improvement and creation that specifically enhances the function of the adjacent green corridor;
- Sufficient landscaping to ensure no impact on the Grade II listed Manor House Farm,
- To include a mix of homes, which includes some single-storey.

6.7 ALLOCATIONS IN SCOPE



Map 5: Allocations in Scope

DDNP08: Land east of Norwich Road, Scole

136. Part of this site is already allocated in the South Norfolk Local Plan for 15 dwellings. This allocation carries that site forward, but to deliver 25 new dwellings at a slightly higher density which is reflective of the local character.
137. This site was supported by almost 70% of respondents to the Issues and Options consultation in June 2020.

DDNP08: Land east of Norwich Road, Scole

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

- Access onto Norwich Road will be delivered through Flowerdew Meadow, upgrading the existing access and creating a gateway that reinforces the 30mph speed limit
- An alternative route for construction traffic is found which reduces the impact of construction on existing residents of Flowerdew Meadow.

DDNP09: Land at Rose Farm off Bungay Road, Scole

138. This site is on the edge of the built-up area of Scole and well located in terms of access to employment, retail and the primary school. It is within close proximity of the Conservation Area.
139. During consultation on issues and options for the DDNP in June 2020 this site was supported by 50% of respondents. Highway safety was raised as a concern by residents, owed its likely access being near to a bend in Bungay Road. This was also a concern raised by the Highway Authority, which is why further assessment work to determine visibility splays was undertaken prior to being included within DDNP, and a slightly larger allocation is being made to ensure safe access can be established.

Policy DDNP09: Land at Rose Farm off Bungay Road, Scole

This 0.59ha site is allocated for residential development, accommodating approximately 20 new homes. Development will be expected to address the following specific matters:

- A new footway link is provided to connect with services in the village centre
- A landscape management plan will be required to demonstrate how the development fits sensitively with its location on the edge of the Conservation Area, ensuring that the character of Scole is not negatively impacted;

DDNP10: Former Scole Engineering Site, Diss Road, Scole

140. This site is located close to the village centre, adjacent the Conservation Area. It is a brownfield site, currently the location of a garage and vehicle repair business, which intends to relocate to a smaller site. It is surrounded by other residential dwelling, some historic in their character, others more modern.
141. In 2020 outline permission (2020/1236) was granted for demolition of the existing garage workshop buildings and construction of 6 dwellings.

Policy DDNP10: Former Scole Engineering Site, Diss Road, Scole

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

6.8 ALLOCATIONS IN BROME AND OAKLEY



Map 6: Allocations in Brome and Oakley

DDNP11: Land north east of Ivy House, Brome

142. This site currently consists of a redundant farmyard and farm buildings. There is an existing planning application on the site for conversion of one of the barns into a dwelling. This is included within the allocation with a view to the site being developed/developed as a whole rather than individual units.
143. Of the four potential sites put to public consultation in November, this received the greatest support, with just under 40% of respondents supporting its inclusion in the plan. Of the concerns raised, the most common was related to the potential impact on nearby historic buildings.

Policy DDNP11: Land north east of Ivy House, Brome

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

- Adequate highway access can be established onto The Street or Upper Oakley;
- Design is sensitive and in keeping with nearby heritage assets;
- The size of the site may make it difficult to deliver biodiversity net gain onsite. Where this is the case, creation or improvement to habitat in the green corridors identified in **Policy 5** can be delivered;

DDPN12: Land north of the B1118, Lower Oakley

144. This site falls within the settlement boundary for Oakley, as defined within the Regulation 19 version of the Joint Local Plan (JLP) for Babergh and Mid-Suffolk, where it is also included as an allocation for 10 homes. For this reason, the site has not been included within consultations relating to site allocations for the DDNP.
145. The site measures 0.4ha, which equates to a density of 25 homes/ha. This is generally considered appropriate for new development in rural locations, and indeed accords with **Policy 4: Design**. However, it is slightly denser than surrounding residential development within Lower Oakley. The landowner has indicated that a larger site than that allocated within the JLP is available for development. However, much of the additional land lies within Flood Zone 2, so may not be appropriate for housing development.
146. As with other sites carried forward from the Local Plans, this site is included in the DDNP as an allocation for residential development, setting out specific matters in relation to its development (which are not set out in the Local Plan).

DDNP12: Land north of the B1118, Lower Oakley

This 0.4ha site is allocated for residential development, accommodating approximately 10 homes. Development will be required to address the following specific matters:

- Creation of an access onto Low Road
- Include a heritage statement which sets out how the development will mitigate any impacts on Grade II listed Weavers Cottage which is located opposite the southern boundary of the site;

DDNP13: Land south of the B1118, Lower Oakley

147. This site falls within the settlement boundary for Oakley, as defined within the Regulation 19 version of the JLP, where it is included as an allocation for 5 homes.

DDNP13: Land south of the B1118, Lower Oakley

This 0.2ha site is allocated for residential development, accommodating approximately 5 homes. Development will be required to address the following specific matters:

- Set out in a heritage statement how the development will mitigate any impacts on the Grade II listed Weavers Cottage which lies adjacent the site;
- Include a buffer along the eastern boundary of the site to reduce impact on the Grade II listed Weavers Cottage

Eye Airfield, Brome

148. The emerging Babergh and Mid-Suffolk Joint Local Plan (November 2020) includes an allocation for employment development at Eye Airfield. Although most of the allocation is within Eye parish, some of it towards the north-east is in Brome and Oakley and so within the designated area of the DDNP. To improve highway access arrangements and serve the expected increase in traffic related to the development of the site, two new roundabouts are being built on the A140, one of which is within Brome and Oakley.
149. The DDNP supports this allocation in the Babergh and Mid-Suffolk Joint Local Plan. Its development will be expected to comply with the policies in the DDNP, notably:
 - Policy 4 on Design; and
 - Policy 5 on Green Corridors.

6.9 HOUSING MIX

150. National Planning Policy Framework paragraph 61 requires plans to have policies that meet the housing needs of different demographic groups, such as older people, people with disabilities, self-builders, people wishing to rent and families etc.
151. The Joint Core Strategy for Broadland, Norwich and South Norfolk Policy 4 requires developments to comprise a mix of housing to meet the needs of the area. South Norfolk Local Plan 2016, Policy 3.1 sets out that, “All housing proposals should help contribute to a range of dwelling type and bed spaces to meet the requirements of different households, as identified through the current Strategic Housing Market Assessment.”
152. Policy CS9 in the 2008 Mid-Suffolk Local Plan requires proposals to provide a mix of housing to meet different needs.
153. Looking at the evidence shown in the housing needs assessment produced by AECOM for the DDNP, it suggests that the housing profile of the Neighbourhood Plan area is different from that of South Norfolk and Mid-Suffolk, with proportionately more terrace properties and flats, with a good number of these situated in Diss.
154. The age profile is broadly similar to that of South Norfolk, though there is a slightly higher proportion of older people, and this is increasing over time. By 2036, people aged over 65 will be the single largest group in South Norfolk and Mid-Suffolk. The existing housing stock of smaller dwellings would appear to cater well for this, enabling older people to downsize their homes if they so wish. On the other hand, there is a large and increasing proportion of families with non-dependent children, which could indicate difficulties experienced by younger people in buying locally or remaining in the area, which perhaps indicates a need for additional smaller dwellings to help younger adults get on the housing ladder.
155. Analysis completed as part of the Housing Needs Assessment by AECOM¹¹ indicates that the housing stock could usefully include proportionately fewer properties with two bedrooms and four or more bedrooms, and more properties with one bedroom or three bedrooms.
156. There is also a significant need for many new homes to be available to rent to cater for new households. National policy and legislation also aims to support people wishing to build their

¹¹ <https://www.ddnp.info/documents>

own home.

157. Further analysis is provided in the Evidence Base¹² which accompanies this Neighbourhood Plan. Earlier consultations found strong support across the area for a housing mix policy to meet local need as reflected in the Housing Needs Assessment, including homes for rent and support for self-builders.

Policy 2: Housing Mix

Policy 2: Housing mix

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

- a. Supporting the need for one and three bedroomed homes;
- b. Helping to meet the needs of an ageing population by including housing that is suitable for older people; and
- c. Providing housing that is suitable for younger people, enabling them to have a home of their own.

This applies to all housing on an application site taken as a whole, including both open-market and affordable housing combined. This will need to be met unless a different mix is fully justified on the grounds of viability or evidence of local housing need.

Proposals for homes to be built for private rent will be supported.

Major residential developments will be required to include plots for self-build housing.

158. Although a mix of housing as set out in Policy 2 will be expected, it is recognised that with building conversions it might not be possible to meet the size requirements as it could be constrained by the existing building fabric. Furthermore, some proposals will primarily aim to provide for a particular housing need rather than a mix. All proposals should have due regard to the latest Diss and District Housing Needs Assessment¹³.

¹² [Evidence Base 2020](#)

¹³ The latest Housing Needs Assessment report at the time of preparing the DDNP was the one published in July 2019, [available on www.ddnp.org](http://www.ddnp.org)

6.10 AFFORDABLE HOUSING

159. The National Planning Policy Framework and the Planning Practice Guidance sets out a national policy approach to affordable housing, including the need to increase the availability of affordable homes to buy, such as discounted open-market houses. The Joint Core Strategy for Broadland, Norwich and South Norfolk sets out in Policy 4 the affordable housing requirements for housing proposals, whereby the percentage varies according to the size of the development. It also sets out a tenure split of approximately 85% social rented and 15% intermediate/shared ownership tenures. The emerging Greater Norwich Local Plan requires 33% of major residential developments to be for affordable homes, and has no set tenure split.
160. Rural Exception Sites, which are small sites used for affordable housing in perpetuity where sites would not normally be used for housing, such as outside of the development boundary, are also covered in the National Planning Policy Framework. Policy DM3.2 in the 2016 South Norfolk Local Plan sets out criteria for supporting affordable housing on Rural Exception Sites to meet local need. The Mid-Suffolk Local Plan 2006 Alteration also covers Rural Exception Sites.
161. From the evidence, although there is a need to provide affordable housing, this is not overwhelming in the Neighbourhood Plan area, and perhaps reduces the need for Rural Exception sites. Affordable housing that comes forward as a percentage of the larger allocated sites should focus on Social Rent, but there is also a need for more Shared Ownership provision. The Diss and District Housing Needs Assessment concluded that the greater need is for Social Rent.
162. The overall affordable housing requirement is a strategic policy as the affordable housing need extends beyond Diss and District, and so needs to be covered by the local plans.
163. Given the wider policy framework, the DDNP does not need a separate policy on Rural Exception Sites as, according to the Housing Needs Assessment, there is no pressing local need for one and it is adequately covered in the local plans and National Planning Policy Framework. The local plans will also cover the percentage requirement of affordable housing as part of larger residential developments. It would be useful to have a policy that reflects local need as shown in the local Housing Needs Assessment where this is different to the need across the districts. This can then be used by South-Norfolk and Mid-Suffolk Councils when negotiating with developers. There is a high level of support for this approach across the Neighbourhood Plan area.
164. The comparison of tenures between the Local Authorities and the Neighbourhood Plan Area strongly suggests that Diss and District is less affordable than its wider area, with affordability expected to worsen. This is a particular issue for those on lower incomes who are priced out of any form of home of their own, even Affordable Rent properties. Future rental provision should therefore focus on Social Rent where possible. For those on average incomes, gaining access to affordable home ownership through discounted homes will likely need a greater discount compared to the wider area.
165. The evidence also suggests that the affordable housing need is generally for smaller dwellings of three bedrooms or less as with the districts as a whole, but there is a much higher need for affordable one bedroom properties compared to the district average.
166. Realistically, most of the new affordable homes will be delivered in Diss. South Norfolk Council will use a 'cascade' such that people who live locally or with a local connection get first refusal.

This only applies to housing for rent, not affordable routes to ownership such as those discounted off the market value. Any homes left will then be offered more widely across the district.

167. However, the convention is that they will not be offered to people in the neighbouring Mid-Suffolk parishes¹⁴ as they are in a different district, despite being close and being part of the same Neighbourhood Plan. There is local support for having a policy that encourages South Norfolk Council to include the Mid-Suffolk parishes in its cascade. This, however, is not strictly a planning issue and so this is reflected in **Community Policy 1, (next page)**.

Policy 3: Affordable Housing

Policy 3: Affordable Housing

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

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

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

168. The Local Planning Authorities should have regard to the latest Diss and District Housing Needs Assessment¹⁵ when negotiating and agreeing the tenure mix of new affordable housing provision.
169. The housing number or site area threshold that triggers the need for affordable housing to be provided is set out in national planning policy and guidance, and the proportion of homes that need to be provided as affordable homes, once this is triggered, is currently contained in the local plan, and so there is no need to have anything on those aspects in a DDNP policy.
170. However, the Housing Needs Assessment is useful evidence reflecting local need and this can be used when deciding on the type of affordable housing needed on any site.

¹⁴ At least not until they have been offered to people elsewhere in South Norfolk

¹⁵ The latest Housing Needs Assessment report at the time of preparing the DDNP was the one published in July 2019. [AECOM Housing Needs Assessment \(July 2019\)](#)

Community Policy 1: Affordable Housing Cascade

Community Policy 1

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

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

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

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

172. Where affordable housing provision is made under the DDNP in a parish other than Diss, then the same conditions of preference shall apply as above with regard to that parish, ie the word 'Diss' is replaced, for example, by 'Roydon'.
173. This, however, will be a decision in due course for South Norfolk Council, which will need to come to a view bearing in mind many other considerations

6.11 DESIGN

174. Chapter 12 of the National Planning Policy Framework requires plans to have design policies that have community support and pick up the defining characteristics and historic character of the area. Design covers not just appearance but how a place functions. National policy encourages innovative design with high levels of sustainability. Housing density is a key part of design. Paragraphs 122-123 of the National Planning Policy Framework discourage low densities as a poor use of land, but densities also need to be in keeping with the local character, and so this is often a balance.



Image 12 AECOM's Design Codes document produced for the DDNP (available on www.ddnp.info ([Click here to launch/save the document PDF](#)))

175. Policy 2 of the Joint Core Strategy promotes high quality design, including having due regard to the use of traditional materials, the setting, historic character, and landscape. Policy CS3 of the Mid-Suffolk Local Plan also covers this. Policy DM3.8 of the South Norfolk Local Plan includes a number of design considerations, including sustainable access, internal space standards, complementing and integrating with the local area, high quality, locally distinctive, masterplanning for large developments, respecting local landscape, reducing crime and anti-social behaviour, landscaping and retaining important existing natural features, and providing parking spaces which do not dominate the streetscene.
176. Important as these are, they are quite general considerations. Good design will vary between places because of the different local characters, and so it is important to consider the local context. South Norfolk Council has its own detailed Design Codes in its 2012 Place Making Guide, a Supplementary Planning Document. This has a whole section on the key characteristics of Diss, as well as traditional designs and materials used in South Norfolk.
177. The DDNP area has a considerable history. This area around the Waveney Valley was one of the first to be settled and by Roman times it had been extensively settled, a general trend which continued onward from the early mediaeval period. The area, therefore, has a large number of listed buildings, as well wider key areas such as the conservations areas in Diss, Palgrave and Scole and Burston. Listed buildings and the Conservation Areas already have protection, whilst respecting non-designated heritage assets is covered in Section 11 'Historic Environment'. Design will need to be especially sympathetic in the vicinity of heritage assets.
178. Good design is, however, about far more than preserving our history. The Diss and District Design Codes have been developed for the DDNP. This describes the character and design of the area, both historic and more modern and its variety across the area, and sets out how good design can preserve and enhance the local character and how it functions. So, whilst Diss is characterised as a compact market town, especially towards the town centre, the rural part of the Neighbourhood Plan area is peaceful in its character, with a pattern of small villages set within the agricultural

landscape. Future development in the villages could erode this character if not planned and designed sensitively.

179. The Design Codes will be a valuable tool in securing context-driven, high quality developments. The immediate context is important. Understanding the features of a site and its setting is essential. For example, the village green in Burston has a very distinctive character, as do the Conservation Areas mentioned earlier. Development in and around such places will need to avoid harming the character.
180. The philosophy behind the guidelines is that new development, as well as modifications to the existing built environment, should not be viewed in isolation.
181. It is not only about buildings, but how streets, spaces and buildings work together to create a place that people want to live in, visit and care for. When dealing with small infill and building alterations, design must be informed by the wider context, considering not only the immediate neighbouring buildings but also the townscape and landscape of the wider locality.
182. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may sometimes be more efficient.
183. The consultations revealed a degree of concern with the loss of dark skies with more street lighting as housing developments have been delivered. The National Planning Policy Framework states that planning policies and conditions should “limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation”. This is supported by National Planning Policy Guidance on Light Pollution which explains how light pollution considerations should be applied in planning decision-taking.
184. Diss town centre, with its streetlighting and night-time economy falls into one of the brightest categories, with light effects spilling out beyond the settlement. Some parts of Brome and Oakley, Burston and Shimpling, Palgrave and Stuston, which are much more rural in their character, have some of the darkest skies.
185. Darkness at night is one of the key characteristics of rural areas and it represents a major difference between what is rural and what is urban. Security lights, floodlights and street lights all break into darkness and create a veil of light across the night sky. There is increasing awareness of the impact that light pollution can have on wildlife.
186. At consultation, over 90% of people supported protecting intrinsically dark landscapes with only 4% saying they did not support such a policy. A design policy was also strongly supported, as was the need for the housing density to be sympathetic to the immediate context.
187. During the consultations there was support for housing densities on new development in the villages reflecting the more rural open nature, so not being too dense and urban.



Image 13 Distinctive cottage chimneys, Fair Green, Diss.

Policy 4: Design

Policy 4: Design

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

- a. Being sensitive to defining local characteristics and materials, reinforcing local distinctiveness. Planning applications will be expected to demonstrate an understanding of local design character and density, drawing on the latest design codes. For larger developments expected to have a significant impact on the townscape or landscape, this should be in the form of site-specific design codes and masterplans;
- b. Delivering significant biodiversity enhancements;
- c. Ensuring good quality and safe access for people walking and cycling;
- d. Avoiding external lighting (including street lighting) in or adjacent to areas of Intrinsically Dark Landscapes. Where any proposed external lighting cannot be avoided it must be justified as having over-riding benefits and designed and operated so as to minimize any adverse impact on dark skies, landscape and wildlife. Likely light spill from within buildings will be minimized through good design;
- e. Residential developments having a housing density that makes an efficient use of land whilst responding sensitively and sympathetically to the local character in the immediate area, with this being especially important on the edges of the villages and the transition to open countryside; and
- f. Housing density outside of Diss should aim to achieve 25 dwellings per hectare, which is in keeping with the prevailing rural character of the area, unless it can be demonstrated that this significantly harms viability or is at odds with the local character of the immediate area.
- g. Securing high density residential development in and around Diss town centre.

All new development will be expected to demonstrate that it is minimizing energy consumption by means of layout, orientation, massing and landscaping.

In all cases, an exceptional standard of design will weigh significantly in favour of proposals, especially in terms of high standards of energy efficiency. Design of poor quality will not be supported.

Reference should be made to the “Diss & District Design Guidelines” at all stages of the decision-making process.

188. Proposal should have full regard to the Diss and District Design Codes¹⁶ specifically and the South Norfolk Place Making Guide¹⁷ generally, as well as any national design guides and other guidance such as Manual for Streets.
189. Site specific design codes should be drawn up through community engagement. They should not be too specific, so they should not specify suppliers for example, and the code should be used to set broad parameters for the site with a focus on place-making rather than architectural features.
190. Intrinsically dark landscapes are those entirely, or largely, uninterrupted by artificial light. For the purpose of the DDNP, an intrinsically dark landscape is considered to be those areas where prevailing light is below 0.5 NanoWatts/ cm²/ sr, as shown in the Evidence Base¹⁸
191. It is of critical importance that new development relates well to the landscape setting and character of the existing settlement, and in particular the immediate area around the development. Analysis of current housing density in the area shows how widely it varies. The Census built-up-area reports data¹⁹ suggest that Stuston has a very low density of around 4 dwellings per hectare, Scole and Burston are around 11, whilst Diss is higher. The densities in the rural villages are indeed very low, and development with such low densities would likely not meet the national requirement to make the best use of land. A compromise will need to be sought, that delivers a higher density, but not so high as to be out-of-keeping with the location. Design will be critical. This approach will allow dwellings to be comfortably accommodated appropriate to their scale and setting.
192. **Section 7** shows the walking and cycling network for the area, much of which still needs to be implemented through targeted improvements. Developments will, where reasonable, be expected to ensure safe access to this network and implement parts of it (see also **Policy 7: Walking and Cycling Network**). Consideration of the Green Infrastructure Network and its delivery is covered by **Policy 5: Green Corridors**.
193. Design is a wide-ranging concept, and includes many other considerations, such as: avoiding settlements joining up (often called coalescence), and retaining key important views. These have been covered separately in other policies within this DDNP

¹⁶ DISS & DISTRICT Design Code October 2019 or any update ([click here to launch](#))

¹⁷ [South Norfolk Place Making Guide 2012 or any update](#)

¹⁸ Diss and District Neighbourhood Plan 2019 to 2036 Evidence Base January 2020, or any update ([click here to launch](#))

¹⁹ These are all likely to be slight under-estimates because of the way the boundaries around the built-up-areas are drawn

7 GROWTH AND INFRASTRUCTURE POLICIES

194. The housing growth set out in the previous section will need to be delivered in a way that is sustainable. Up to a point this needs to be considered for each site, such as the creation of habitat on site, and providing access for pedestrians and cyclists (see **Policy 4: Design**). **Policy 1: Scale and Location of Housing Growth** also sets out some site-specific improvements, such as the link road for site 1a north of the cemetery in Diss. However, there is also a need to consider the sites in combination and in a wider context. For example, the benefits of providing localised improvements for cycling will be limited if cycling in the wider area is seen as too dangerous because of the poor quality of the infrastructure.



Image 14 Quiet Lanes in Scole

195. Infrastructure in this sense can be green or habitat infrastructure to support the natural environment, community or cultural infrastructure, and physical infrastructure such as roads, cycle routes and foul water facilities. Some of these will need to be improved to ensure they have the capacity to cope with the planned growth (such as foul water facilities), whilst others will need to be improved to make the growth more sustainable, such as improvements to ecology and cycle routes.
196. The community is also concerned about the erosion of green space. Local green spaces will be protected by **Policy 12** and the local plan has green space requirements for new developments.
197. To deliver and support the growth plans outlined within this section the following new and improved infrastructure will be required.

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

Table 2: New and improved infrastructure requirements to support housing growth

198. Policy DM1.2 in the 2016 South Norfolk Local Plan covers the need for development to provide

the necessary infrastructure. Policy CS 6 of the Mid-Suffolk Local Plan covers services and infrastructure, including schools and libraries.

199. Some specific infrastructure requirements, such as for new open space and affordable housing as integral parts of new developments, are adequately covered in the local plans.
200. Other infrastructure providers, especially those needing to plan for the required capacity, such as the Local Education Authority, the Local Highway Authority and Anglian Water, will respond through the plan making process and during planning applications, setting out whether proposed development sites, individually and as a whole, have adequate highway access and capacity, school places, or foul water capacity. Such considerations are often strategic matters rather than just local and so take account of growth and change over a wider area than the DDNP.
201. Infrastructure considerations will be built into the DDNP where this can add value. To make the plan more sustainable, environmentally and socially, the infrastructure needs set out in Table 2 (previous page) have been identified. The development of Green Corridors had the strongest level of support out of all the policy proposals in earlier consultations.
202. Upon this Neighbourhood Plan being made, the parish councils will see their proportion of monies from the Community Infrastructure Levy increase from 15% to 25%. In addition to infrastructure being important for planning decisions, the town and parish councils will be guided by the following policies when deciding how to invest their own Community Infrastructure Levy monies.

7.1 RESPONDING TO CLIMATE CHANGE

203. The National Planning Policy Framework sets out that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures, in line with the objectives and provisions of the Climate Change Act 2008.
204. This is a key priority that has been woven into many of the DDNP policies. For example:

- Aim 10 is to ensure that the need to address climate change runs through all aspects of the plan.
- Policy 4: Design encourages new homes to be designed to high standards of energy efficiency. Policy 4 also discourages the use of external lighting and street lighting. These will reduce energy consumption which should reduce CO2 emissions.
- The assessment of allocation sites in Policy 1 included consideration of sustainable access to services, such as by walking, and insofar as this will reduce car use, this will result in lower CO2 emissions compared to less sustainable sites.
- Policy 3 will help to deliver significant improvements to green infrastructure across the DDNP area. This will support the health and resilience of wildlife, which is essential in maintaining



Image 15 Policy 4 Design has measures included to reduce energy consumption and CO2 emissions into the atmosphere.

and enhancing its ability to provide the wealth of ecosystem services, such as water retention and climate regulation, which we rely on. Green infrastructure is also vital to human health and wellbeing and a crucial element of adapting to climate change.

- Policy 7 supports the shift towards a low carbon economy, aiming to deliver an improved walking and cycling network that will encourage people to walk and cycle more and use their cars less often, thereby reducing CO2 emissions.
- Policy 9 promotes improved broadband, making it easier for people to work from home and reduce their travel needs, such as for business meetings.

205. Many climate change related issues tend to be covered by higher order policies in national policy or the local plans, such as sustainable construction (mainly addressed through building regulations), and flood risk/ drainage. However, the increased risk of flood events from severe weather storms, such as that in the winter 2020/21 really means that the DDNP should address the matter where it can and where it is not already covered by national planning policy or the local plans. Drainage ditches play a key role in flood management and better maintenance and care would improve their functionality.

Community Policy 2: Maintenance of Drainage Ditches

Community Policy 2: Maintenance of drainage ditches

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

Image 16: Drainage ditches play a key role in flood management and better maintenance and care would improve their functionality



7.2 GREEN INFRASTRUCTURE



Image 17 Frenze Meadow, Diss

206. Green infrastructure encompasses multi-functioning green spaces that can meet a wide range of social, economic and environmental needs. For example, greenspace can function as wildlife habitat, a public open space or flood storage facility. It is usually defined as a network of green corridors that include natural greenspaces such as woodland and ponds, man-made managed greenspaces like parks and gardens, as well as their connections which could include footways, waterways and hedgerows.
207. Individually, these core sites or greenspaces are insufficient for protecting species and ecosystems, but linking them together can establish a functioning Green Infrastructure Network.
208. Green infrastructure also has a key role in improving quality of life for communities and investment in such can provide important benefits, including improving the health and wellbeing of local people. The importance of this to residents was highlighted during the issues and options consultation, when many comments were received about the personal and community benefit of having access to wildlife and green spaces. Furthermore, 817 people (95% of respondents) indicated that they felt the plan should have a policy requiring development to improve areas for wildlife, including creation of new areas.
209. The Greater Norwich Green Infrastructure Strategy²⁰, produced to support the Greater Norwich Joint Core Strategy identifies two strategic green infrastructure corridors which centre on Diss,

²⁰ Greater Norwich Development Partnership, Green Infrastructure Strategy – A proposed vision for connecting people places and nature, Chris Bland Associates, November 2007

the East Diss Corridor and Mulbarton – Diss Corridor. This Neighbourhood Plan identifies local green corridors that link with the strategic network.

210. Legislation and the National Planning Policy Framework (chapter 15²¹) afford considerable support for protecting and enhancing key landscapes and areas of value in terms of biodiversity. This also includes the need for biodiversity net gains in developments, including through Green Infrastructure Networks.
211. Paragraph 174 supports the mapping of ecological assets and networks, including for enhancement or creation. Furthermore, paragraphs 96 -101 cover protecting existing green open spaces and creation of new ones.
212. The Joint Core Strategy Policy 1 supports habitat conservation and creation, as well as open green spaces. Policy DM 1.4 in the South Norfolk Local Plan reflects the National Planning Policy Framework in terms of conservation and enhancement of the natural environment, including ecological gains. The Mid-Suffolk Local Plan Policy CS5 is similar.
213. Policy DM 4.4 in the 2016 South Norfolk Local Plan protects nature conservation designated sites as well as having a requirement for positive ecological gain from development and support for the creation of Green Infrastructure Networks. Policy CS5 in the 2008 Mid-Suffolk Local Plan has a similar approach.
214. Although there are no national or European designated wildlife sites within the plan area, there are 21 County Wildlife Sites, distributed across the plan area and including a range of different habitat types. One of which, Roydon Fen, is also designated a Local Nature Reserve. Roydon Fen is situated on the edge of the Waveney Valley, part of a chain of fens that are strung like jewels along the Norfolk and Suffolk border. The reserve is tucked away down a small lane within a mile or so of Diss, offering a sense of the wildness and extensive wetland. Like all valley fens Roydon is incredibly wet most of the year, with spring-fed, deep peat soils permanently water-logged. Walking trails, including a boardwalk, run through the fen.
215. There are also a number of designated ancient woodlands in Scole parish, some of which are also locally identified as County Wildlife Sites and are some of the most important in the county. Ancient woods are areas of woodland that have persisted since 1600 in England and Wales. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms.

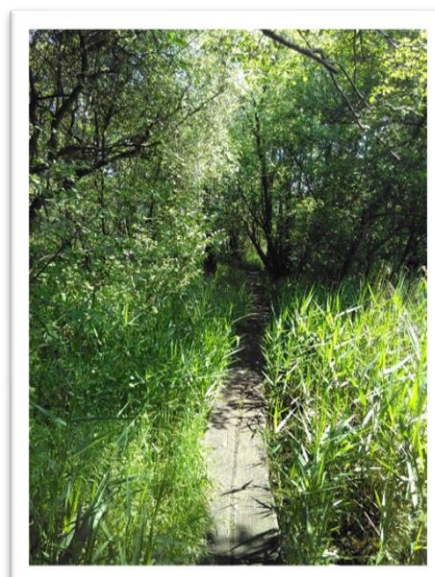


Image 18 Roydon Fen

²¹ National Planning Policy Framework (chapter 15)

216. Added to this there are patches of priority habitat, with deciduous woodland and floodplain grazing marsh featuring strongly in the Neighbourhood Plan area. Equally as important for wildlife are the hedgerows, ponds, meadows and veteran trees that are so characteristic, and an integral part of the landscape in the Diss and District area. These are really important for and support a wide range of wildlife, including declining meadow wildflowers, butterflies and bats.

217. In terms of managed greenspaces, the Mere and surrounding park is a key focal point, but each community has its own important play spaces, churchyards and allotments which are socially important.

218. The most special of the greenspaces across the Neighbourhood Plan area are identified in Section 9 where they are protected as Local Green Spaces. This includes a good number of natural and managed greenspaces that are particularly important to the local community, but is certainly not all of them.

219. Identifying green corridors for the Neighbourhood Plan area has included a desktop review of local information, including the mapping of natural and managed greenspaces, priority habitat, hedgerow, rivers, streams and footpaths. This is shown in Appendix A. The mapping has been supplemented by local knowledge and verification. There has also been input from ecologists at Norfolk Wildlife Trust, with the Neighbourhood Plan area forming part of the proposed Claylands Living Landscape project. This aims to enhance the management of existing wildlife habitats, increase the extent of habitat including grasslands, woodlands and hedgerows; and encourage the more sensitive management of farmland, thereby creating a more joined up Green Infrastructure Network, as well as encouraging more sensitive management of farmland. To achieve this the Norfolk Wildlife Trust is working closely with community groups and landowners to raise awareness of wildlife and encourage active participation.

220. The 13 corridors, see Figure 5, link the key blocks of habitat in the Diss and District area, identifying where there is likely to be best opportunity for improving ecological connectivity. Further work to determine the condition of existing habitat and engagement with the local community and landowners to identify the exact location and nature of improvements will take place over the course of the Neighbourhood Plan and beyond. In this respect the mapped corridors are indicative, as it may be that the best opportunities to improve or create habitat arise adjacent or just outside of the corridors.

221. In terms of how they should be considered in the planning process however, the corridors identified in Figure 6 (page 59) should be considered a focus for protection and enhancement as set out in **Policy 5: Green Corridors** unless formal updates are provided as part of monitoring or reviewing this Neighbourhood Plan. Note that the corridors identified in Figure 6 do not all stop at the DDNP boundary, this is because ecological connectivity does not accord with administrative boundaries. Policy 5 however relates specifically to the DDNP area.



Image 19 important for wildlife are the hedgerows, ponds, meadows and veteran trees that are so characteristic, and an integral part of the landscape in the Diss and District area

Policy 5: Green Corridors

Policy 5: Green Corridors

The management, enhancement, and creation of wildlife habitats within the 13 green corridors identified in **Figure 6** is a key priority. These will be a focal point for local conservation to create a more joined up Green Infrastructure Network and where possible increased public access, helping people to experience wildlife firsthand. There will be a key focus on working with local landowners.

New development proposals must recognise the identified green corridors (shown in **Figure 6**). Proposals for new development within or adjacent to a green corridor will be resisted unless they are able to demonstrate how they deliver appropriate net gains in biodiversity or qualitative improvement to the corridor. This should relate to quality of habitat or its ability to facilitate movement of fauna or flora.

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

All developments in the plan area must maximise habitat opportunities, making provision for local wildlife (e.g. incorporation of bird boxes, swift bricks and bat boxes into structures etc.) and promoting the freedom of movement of wildlife through development sites (e.g. incorporating hedgehog highways between gardens etc.).

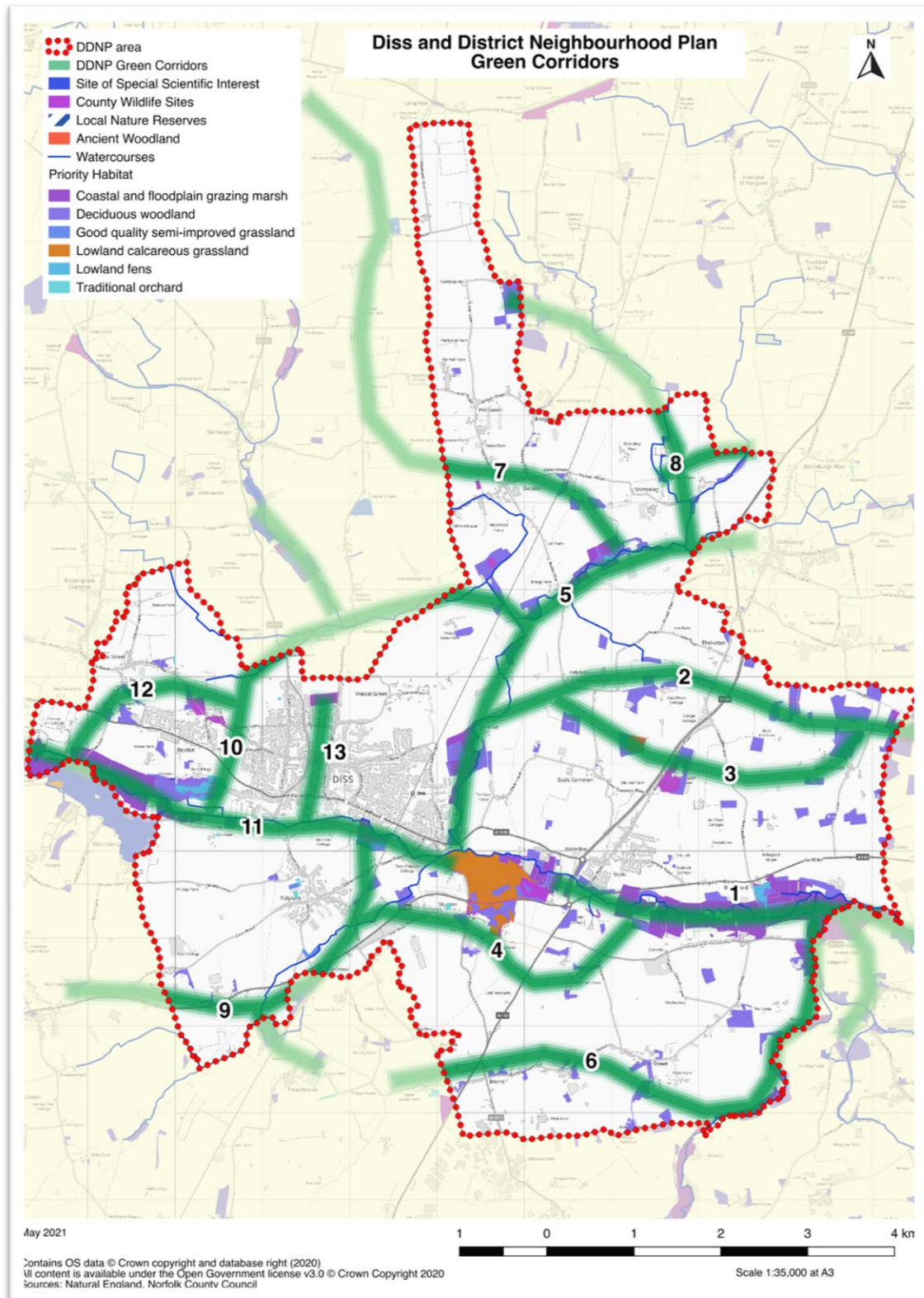


Figure 6: The 13 corridors link the key blocks of habitat in the Diss and District area

7.3 TRAFFIC

222. The impact of traffic is a cause for concern across the Neighbourhood Plan area. In the rural villages and along some country lanes speeding is a common issue that affects quality of life and people's perception of safety. Rat-running is also an issue on certain streets in the villages, with

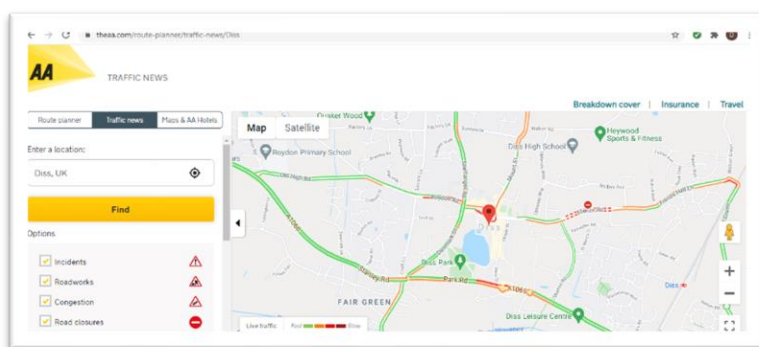


Figure 7 Diss, 11am Tuesday 25 May ... slow traffic at several points

- people aiming to avoid busier roads through Diss. These issues will impact upon people's travel choices and may put some people off walking or cycling, which is the opposite of what we want to encourage, see **Section 7.4** for further information on this. Some of the villages have community speedwatch or vehicle activated signs to help slow traffic, which has been met with varying success.
223. In Diss, road traffic congestion is an issue within the town centre and along the A1066. Traffic modelling²² shows that this will increase as a result of housing growth. This is a significant cause of concern, particularly where the historic character of Diss may be compromised, as it already has been in some areas including Victoria Road. This has been a key factor in determining the growth strategy for the Neighbourhood Plan as a whole. Consideration has been given not only to where housing will be delivered but the scale of growth on each site. The modelling showed that an additional 300 new homes in Diss town centre will result in a 1% increase in traffic at peak times. Whereas, large scale growth (2,000 homes modelled) to either the north or south of the town, even if it were to provide a link road, would significantly worsen traffic conditions within the town. Our approach has been to distribute growth more evenly across the town as a whole, making use of brownfield sites in the town centre where possible. See **Section 6** for further details on the housing site allocations.
224. Norfolk County Council through their Network Improvement Strategy has identified a series of measures to improve traffic flow through the Diss. This includes improvements to the A1066 Morrisons Roundabout Junction which is currently the most constrained junction. These improvements are very much needed to support the planned growth in the DDNP and surrounding area, and **Policy 6: Road Traffic Improvements** requires that they are delivered in advance of significant growth. It is anticipated that improvements will be delivered through County Council infrastructure funding or Parish Partnership Funding, with remaining schemes delivered through associated growth. There is an expectation that given the historic nature of Diss, that road traffic measures and engineering solutions will be designed sensitively to fit with their surroundings.
225. The majority of traffic on the roads in Diss is related to the town. A recent study²³ using Automatic Traffic Counters placed at key radial routes indicated that 17% of traffic is travelling through Diss to get elsewhere. This indicates that through traffic is not a particular issue and therefore investment

²² [Diss Network Improvement Strategy, April 2020, Norfolk County Council](#)

²³ Diss Network Improvement Strategy, April 2020, Norfolk County Council

in a link road to either the north or south of the town would not represent good value for money.

226. In terms of other constraints, a study undertaken in the last five years by Diss Town Council does not indicate that public car parking is a particular issue. Similarly, analysis of road traffic collisions has not identified road safety to be a particular concern, though there are areas of the town where interventions could be considered.
227. Paragraphs 108 and 109 of the National Planning Policy Framework are concerned with highway safety and network operational efficiency. Policy DM 3.11 of the South Norfolk Local Plan generally reflects national policy and there is no need for the Neighbourhood Plan to repeat this.

Policy 6: Road traffic improvements

Policy 6: Road Traffic Improvements

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

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

228. **Policy 1: Scale and location of** growth (page 21) sets out that a new link road will be required as part of the large development north of the Cemetery. More modest highway infrastructure improvements are likely to be required for other sites to improve or deliver access.

Community Policy 3: Village Traffic Speeds

Community Policy 3: Village Traffic Speeds

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

7.4 WALKING AND CYCLING NETWORK

229. Diss is a fairly compact market town which means the town centre is easily accessible by walking or cycling for most residents, including those living in nearby villages such as Roydon. Most of the urban area of Diss is accessible within a 25-minute walk for those living within the town. The existing circulation of footpaths and cycleways added to the location of public open spaces within Diss, also creates interest for residents and visitors.



Image 20 The DDNP represents a significant opportunity to increase walking and cycling across its area

230. The walking infrastructure overall is of a good standard and at the time of the 2011 census 17% of people indicated that they walked to work. Cycle infrastructure within Diss is also of a good standard and 6% of people cycle to work. The urban area of Diss is accessible within a 10-minute cycle, and Roydon, Brome and Scole are accessible within a 15-minute cycle. The Sustrans National Cycle Route 30 passes the outskirts of Diss, including an on-road link to the Railway Station. The route connects cyclists with Thetford, Diss and Harleston. There is also a shared pedestrian / cycle link along the A1066 in parts, which allows for off road cycling.

231. There is significant opportunity to increase walking and cycling across the Neighbourhood Plan area, and indeed a third of Diss residents indicate that they travel less than 2km to work. There are however barriers to walking and cycling, such as busy roads, lack of signage and a conflict with traffic at some junctions. The car remains the dominant mode of travel within the Neighbourhood Plan area, which in turn increases traffic and congestion.

232. There is an increasing trend for people to work from home due to the current pandemic, and therefore many residents are now making use of their local shops and services on a more regular basis. This includes those services in neighbouring communities. The popularity of cycling has also risen sharply and nationally the government is promoting improvements to cycle infrastructure to support this.

233. The National Planning Policy Framework (Section 9) supports sustainable transport, including making walking and cycling access integral to design of new development. The Joint Core Strategy for Greater Norwich (Policy 2) refers to design that incorporates and prioritises walking and cycling access and Policy 6 also supports improved walking and cycling and access to public transport. The South Norfolk Local Plan Policy DM3.10 supports sustainable transport, including integrating with local sustainable transport networks.

234. Residents are ambitious about improving walking and cycling links within the Neighbourhood Plan area to support accessibility and promote healthier lifestyles. A new walking and cycling network (see **Map 7 and Map 8, pages 64-65**) that is safe and efficient will be developed over the plan period. As well as deliver key improvements within Diss town centre, the network will enhance connectivity between communities, link key services and employment locations and encourage more people to walk and cycle for essential trips. The network has been developed based on feedback received from almost 1,000 residents across the plan area. This includes responses received to questions about links from Diss into the surrounding villages. Significant investment is required to deliver improvements to the network. This will be a key focus for investment derived from housing growth that is delivered within the plan area.

235. A new Riverside Link, is envisaged south of Park Road in Diss. This will become an integral part of

the walking and cycling network connecting nearby villages and enhancing recreational links with the town. The link is an important part of regenerating the south side of the town, it will be delivered as part of the DIS 2, DIS 6 and DIS 7 allocations.

236. The improvements listed in **Map 7** to be delivered in Diss town centre were largely taken from the Norfolk County Council Network Improvement Study for Diss. They were prioritised as part of a consultation activity in summer 2020, with all respondents to a survey asked to identify their top five priorities. 622 individuals from across the Neighbourhood Plan area fed into this prioritisation exercise, providing good evidence of public opinion. 52% of respondents also agreed that Diss town centre needed to be more pedestrian friendly, making it easier and more pleasant to walk around.
237. In alignment with **Policy 5** on Green Corridors, there will be a focus on creating a greener walking and cycling network. Depending on the route and feasibility of different options, this may involve adjacent habitat creation, tree planting, hedgerows and planting of wildflowers. This will not only have wellbeing benefits for people walking and cycling but enable these routes to become corridors for wildlife such as small mammals and birds.
238. During the consultation exercises a key theme to emerge was around maintenance of existing footways, footpaths and cycleways. Common issues include overgrown hedges, impassable and boggy paths during winter months and poor signage making it difficult to navigate.

Policy 7: Walking and Cycling Network

Policy 7: Walking and Cycling Network

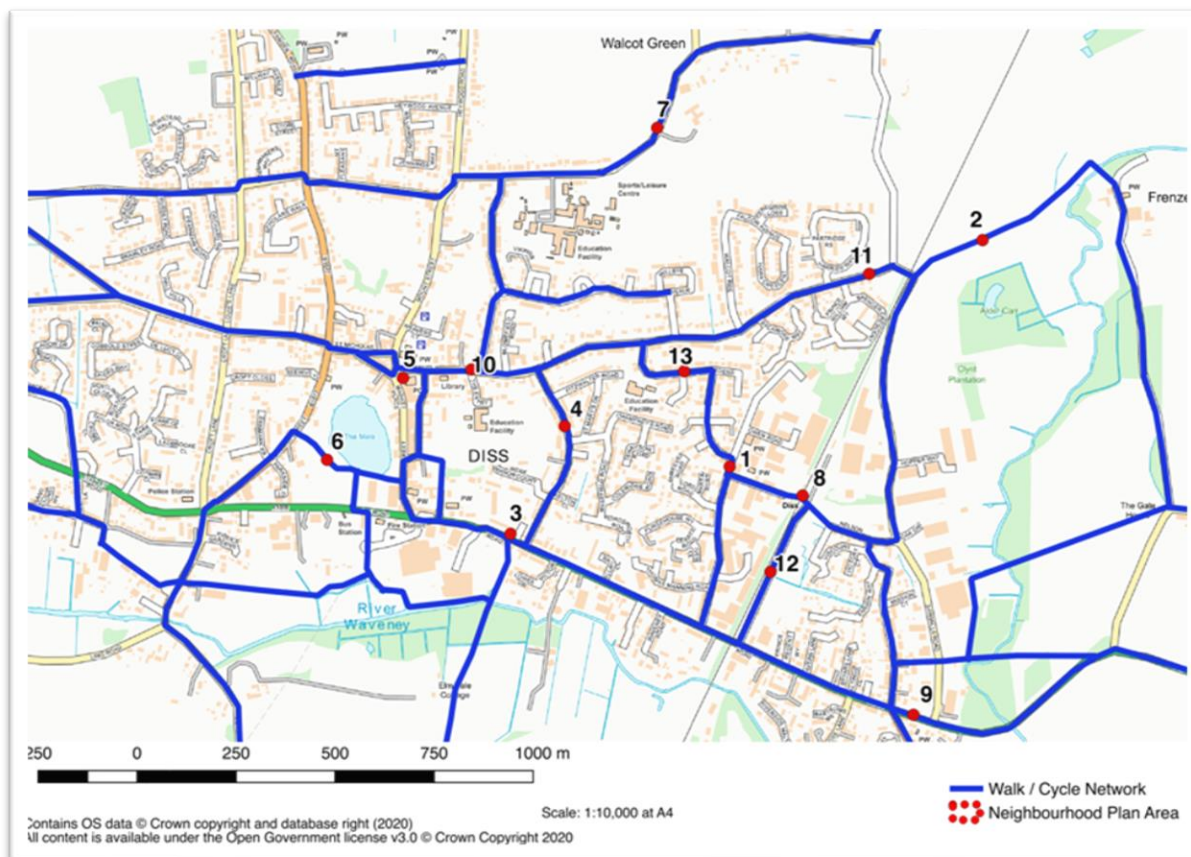
Improvements to walking and cycling infrastructure will focus on developing the network identified in **Maps 7 and 8**. Sources of funding will include direct contributions from developers as part of on/off-site highway works and Community Infrastructure Levy. Opportunities to secure funding from elsewhere will be sought to complement this.

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

Community Policy 4: Routine Maintenance of Walking and Cycle Routes

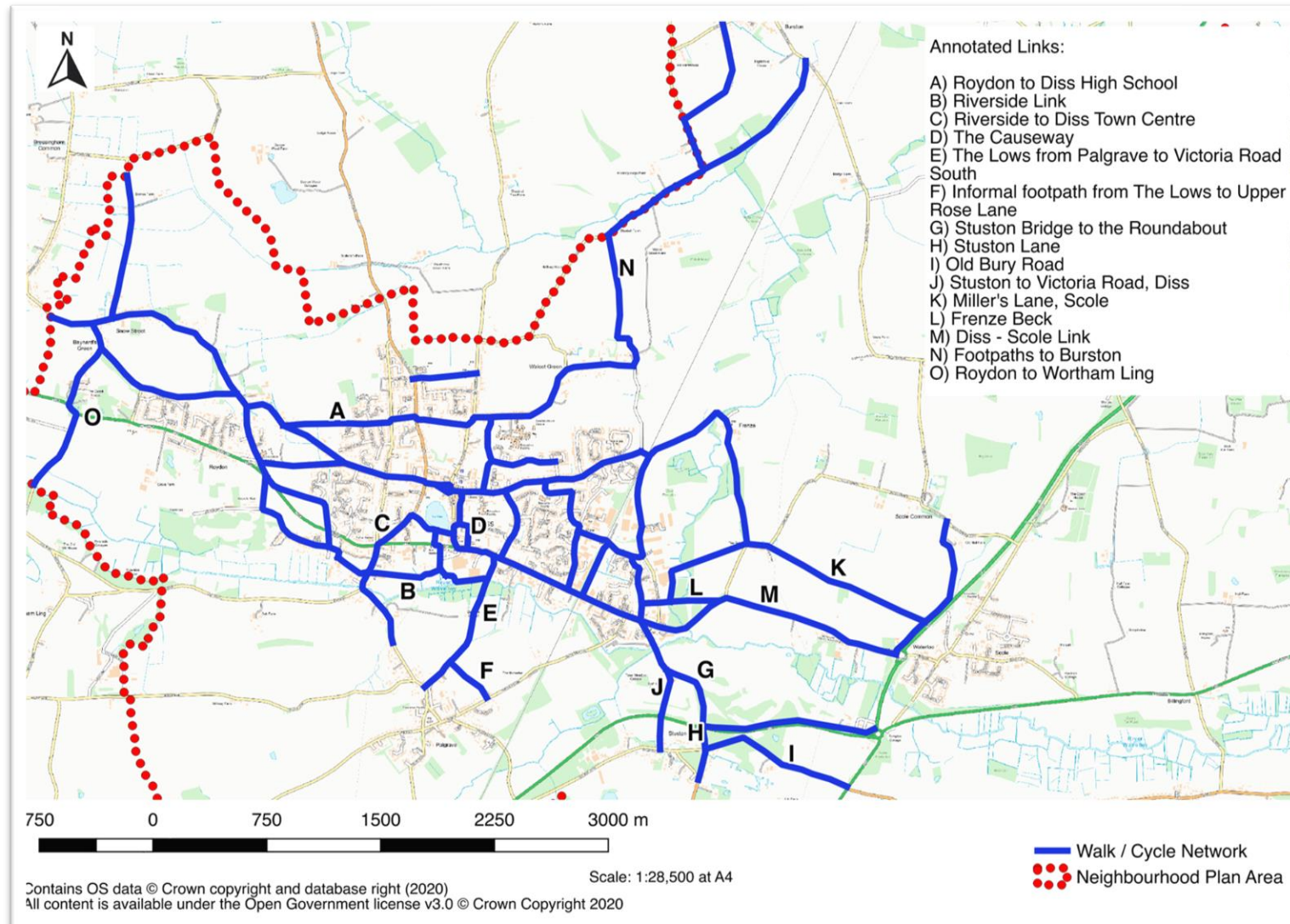
Community Policy 3: Routine Maintenance of Walking and Cycle Routes

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



Map 7: Walking and cycling network routes, and improvements, Diss

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



Map 8: Rural walking/cycling networks

Code	Link	Notes including required improvements
A	Roydon to Diss High School	A fairly direct route from the main housing area of Roydon to Diss High School.
B	Riverside Link	New route with huge amenity potential to be delivered as part of DIS 2, DIS 6 and DIS 7
C	Riverside to Diss Town Centre	Most of this is already in place - existing piece of riverside path (needs improvement for dual use) - Morrisons access road - the bottlebank link to Victoria Road - then widen short piece of pavement to existing A1066 crossing - then widen existing paths through the park to Mere's Mouth.
D	The Causeway	An existing dual use path that links Victoria Road (north and south side extension) to the town centre. Needs upgrading and removal of barrier on cycleway.
E	The Lows from Palgrave to Victoria Road South	An existing dual use path that links Victoria Road (north and south side extension) to the town centre. Needs upgrading and removal of barrier on cycleway.
F	Informal Footpath from The Lows to Upper Rose Lane	To be registered as a footpath
G	Stuston Bridge to the Roundabout	Considerable public support for a new footpath / cycleway
H	Stuston Lane	Resident support for a footway, especially from School Lane to Rectory Lane to support community use of church.
I	Old Bury Road	A popular walking and cycling route. Improvements needed at the crossing point of the A140 to enable safe cycle crossing
J	Stuston to Victoria Road, Diss	From Stuston village, crosses A143 to cottages by Golf Club. Unsatisfactory verge needs surfaced pavement from Golf Club to Stuston Bridge to enable safe approach to the town.
K	Miller's Lane, Scole	Existing footpath (and rough cycleway) from Scole to Diss Business Centre.
L	Frenze Beck	Possible options for a new footpath via Frenze Beck to connect with either Millers Lane or alternative route to proposed F3.
M	Proposed Diss – Scole footway / cycleway along the A1066	A new route to be created in the field alongside the A1066, very well supported to replace existing roadside path
N	Footpaths to Burston	Possible options for a new footpath via Frenze Beck to connect with either Millers Lane or alternative route to proposed F3.
O	Roydon to Wortham Ling	The route between Hall Lane and Doit Lane is currently unsafe to use. There needs to be a footway/cycleway created on the south side of the A1066 (possibly across the corner of the field) to connect the two roads. A reduction in the speed limit on the A1066 from 50 mph to 30 mph is needed here.

Figure 8: Notes, including required improvements to rural walking/cycling networks

7.5 LEISURE CENTRE

239. The current Diss Leisure Centre on the A1066 Victoria Road dates back to the old open-air swimming lido. It was taken over by South Norfolk Council in 1974 and a roof added to the pool in the 1980s. It remains predominantly a wet-facilities centre today. The size of the site has constrained the expansion of other facilities, and although located near to Diss town centre, limited parking has affected its usage.

240. The Greater Norwich Sports Facilities Strategy (2015) identifies that to meet the demand and requirements of the sports users, improvements are needed to current leisure provision in the Diss area.

This includes provision of a four-court sports hall and artificial grass pitch. The last major investment in the leisure centre was around five years ago, with modest investment made more recently to improve the changing rooms.

241. South Norfolk Council, which runs the leisure centre, plans to deliver a new state of the art centre. It could be four or five years before work starts as alternative land is needed as the current site on Victoria Road is too small²⁴.

242. The National Planning Policy Framework requires that Local Plans define a list of the main uses suitable for town centre location – the ‘main town centre uses’. These are defined as including: leisure and entertainment facilities, and the more intensive sport and recreation uses such as health and fitness centres.

243. The Joint Core Strategy for Broadland, Norwich and South Norfolk provides for the major expansion of town centre uses in or adjacent to the town centre and the strengthening of the town centre’s smaller scale non-food and leisure provisions. Policy DM 2.4 (Location of the ‘main town centre uses’) in the 2016 South Norfolk Local Plan supports the delivery of new leisure facilities in, or with good sustainable access to, town centres. Diss town centre is defined on the policies map in the 2016 South Norfolk Local plan.

244. A key objective of this Neighbourhood Plan is to maintain and improve the vitality of the town centre. The attractiveness and vitality of town centres depends on the mix of uses within them, and leisure is a key one. The Neighbourhood Plan therefore strongly supports the delivery of a new leisure centre in or with good access to the town centre.

245. Earlier consultation suggested that the main considerations for local people were avoiding land protected for nature conservation, preferably on brownfield land, ample parking and with good access for people wanting to walk or cycle. The first two of these are perhaps already covered by national and local policy.

246. A preferred location for the new leisure centre is identified in **Section 6 Delivering Growth**, as part of Allocation DIS 7, the Feather Mills site, south of Park Road. This is considered a highly sustainable site, adjacent the town centre, close to the bus station and well located on the walking/cycling network.

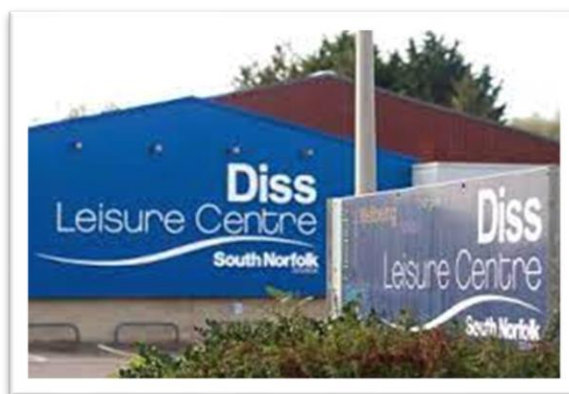


Image 21 a new site for a new improved Diss Leisure Centre has been identified by South Norfolk Council in their Greater Norwich Sports Facilities Strategy (2015)

²⁴ The DDNP is allocating the existing leisure centre site for high density housing

There is also ample space on this site to meet car parking needs. Delivering the leisure centre in this location is seen as an integral part of creating the Waveney Quarter and regenerating the south side of Park Road.

247. As with all allocations, there may be challenges in delivery. In light of this, the Neighbourhood Plan includes **Policy 8** which sets criteria for the location of a new leisure centre, should it not be possible to deliver this as part of DIS 7.

Policy 8: Diss Leisure Centre

Policy 8: Diss Leisure Centre

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

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

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

7.6 DIGITAL

249. The National Planning Policy Framework sets out that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being, and that planning policies and decisions should support the expansion of electronic communications networks, including full fibre broadband connections. Plans should also prioritise full fibre connections to existing and new developments.
250. The Evidence Base found that a relatively high proportion of people work from home, so could be more likely to use local services or those in neighbouring communities, and rely on good technological infrastructure. The number of people working from home, at least some of the time, is likely to increase, with this perhaps accelerating following the Covid-19 restrictions. Improved broadband will support people working from home as well as reduce the need to travel.
251. Consultations found considerable support for more investment on technology such as broadband, and 85% of people in the earlier consultations supported improved broadband speeds as part of new developments.

Policy 9: Broadband

Policy 9: Broadband

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

252. Independent of planning matters, there are other projects aiming to improve broadband. Better Broadband for Norfolk (BBfN) is a multi-million pound partnership, transforming broadband speeds across the county by installing high-speed fibre optic networks. It's funded through Norfolk County Council, BT and the Department of Culture, Media and Sport via BDUK (Broadband Delivery UK). There's also additional support from the New Anglia Local Enterprise Partnership and five of Norfolk's district councils. Locally, Parish Councils are also involved in Broadband for the Rural North (B4RN), with this recently installed in Burston.



Image 22 B4RN arrives in Burston & Shimpling

7.7 FUNDING OF INFRASTRUCTURE

253. The growth in housing that the DDNP will help to deliver over the coming years will trigger the need for infrastructure because of capacity issues, such as highway junction improvements to tackle congestion. It will also trigger the need for infrastructure to make the plan more sustainable, such as green spaces and habitat improvements.
254. Some infrastructure improvements will be directly linked to particular site allocations and it is likely that the development will need to provide that infrastructure. Such improvements are included in the site allocation policies.
255. Other infrastructure improvements will be more strategic and linked to the growth considered overall, so not site specific. Mostly, this will be the responsibility of the local planning authorities rather than the DDNP, and the funding will come from a whole range of sources, including the Community Infrastructure Levy. Local authorities, the health service and utilities bodies all have access to other funding sources for strategic infrastructure, and it is often a competitive process as to how the funding is allocated.
256. The 25% of Community Infrastructure Funding that will come to the parishes (including Diss Town) involved in the DDNP (once the plan is adopted or 'made') can be used to fund local infrastructure projects. This does not exclude contributing to the delivery of strategic infrastructure, if that is a priority of the community. Neighbourhood Plans have a key role in setting out project action plans for use of local Community Infrastructure Funding money. Furthermore, project funding bids (whether for local or strategic infrastructure) are greatly enhanced by evidence of community support.

Policy 10: Funding and Delivery of Infrastructure

Policy 10: Funding and Delivery of Infrastructure

New major development must demonstrate that it will not overburden existing infrastructure and that capacity is available or can be made available to serve the development. This includes, but is not limited to, sewage and highways.

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

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

257. With regard to **Policy 10**, major development, such as that of ten dwellings or more, will be expected to submit a narrative with the planning application which sets out the impact on infrastructure, including any capacity constraints, and how any unacceptable impacts will be mitigated. This can be included within the Planning Statement or as a separate report or a series of separate reports. Evidence should be used, proportionate to the scale of the proposal.
258. In some cases the growth proposed, either overall or on a particular site, will not be possible without improvements in infrastructure, particularly utility provision, and development may therefore need to be delayed until improvements are made.

7.8 RENEWAL OF DISS TOWN CENTRE

259. Diss has a wide selection of shops ranging from small local businesses to large superstores, meaning it not only serves its residents but the surrounding rural catchment. The town centre has a mixture of attractions including Georgian and Edwardian buildings, a public park, the Mere, auction rooms, the Diss Corn Hall arts venue, and a marketplace with a regular Friday market.
260. The Norfolk Market Town Centre Report 2019 found that Diss has 160 town centre retail and business units. Most town centre units are comparison retailers, which include clothing and charity shops. Vacant units have reduced in the town centre by 7 units since 2018; in 2019, 4 vacant units were recorded. This of course does not take into account the impact of the Covid pandemic, the full impact of which is yet to be determined.
261. There is an attractive historic town centre within an extensive Conservation Area, that extends to Sunnyside at the north and Park Road to the south. The historic core of Diss is formed by the Market Place, Market Hill, and St Nicholas Street and the town includes an exceptional concentration of listed buildings. A number of open spaces are located within the heart of the town, including The Mere and adjacent park, as well as private open land that contributes significantly to the character of the town.
262. The area to the south of Park Road, along the River Waveney, is currently underused and there is significant potential to regenerate this area, making it a focal point for leisure and recreation, improving links between the town centre and the attractive Waveney Valley.
263. Diss town centre is very popular, especially for shopping. However, retail has been undergoing change for some time and the progression of internet shopping, accelerated by the Covid-19 restrictions, risks more empty shops. Policies DM2.4 and 2.5 in the 2016 South Norfolk Local Plan cover support for town centres and controlling and managing any change of use. There are also policies in the National Planning Policy Framework on enhancing town centres. Furthermore, many changes of use are either not considered to be development or are allowed by permitted development rights.
264. A recent study for the GNLP²⁵ indicated that there was a need for more convenience retail within Diss town centre. There are currently three supermarkets within Diss: Aldi in the town centre and Morrisons and Tesco on the edge of the town.
265. Whilst town centre uses are covered by overarching local and national planning policies, the Neighbourhood Plan needs to support the vitality of the town centre in other ways. This includes managing road congestion caused by the planned growth. Road traffic congestion is an issue within Diss town centre and on the A1066; this could be exacerbated through housing development. Not all of this can be mitigated through highway improvements and so care is needed when deciding where growth goes and the scale of growth. The evidence seems to suggest that the Morrisons junction is



Image 23: Diss town centre is very popular, especially for shopping. However, retail has been undergoing change for some time and the progression of internet shopping, accelerated by the Covid-19 restrictions, risks more empty shops.

²⁵ [Greater Norwich Town Centres and Retail Study update, December 2020](https://www.gnlp.org.uk/sites/gnlp/files/2021-01/Town%20centres%20and%20Retail%20REPORT%20FINALv2.2.pdf)
<https://www.gnlp.org.uk/sites/gnlp/files/2021-01/Town%20centres%20and%20Retail%20REPORT%20FINALv2.2.pdf>

over-capacity at the moment and will get worse with the planned growth and would require layout modification to improve its reliability and reduce the queuing (see **Policy 6: Road traffic improvements**).

266. Diss is a fairly compact market town meaning that its town centre is easily accessible by walking or cycling. The DDNP includes a walking and cycling network to help people get around and to the town centre without using a car (see **Policy 7: Walking and Cycling Network**).
267. Protecting town centre Local Green Spaces (see **Policy 12: Local Green Spaces**) and non-designated heritage assets will also be important, as will supporting the Heritage Triangle.

268. The Evidence Base found that collisions involving pedestrians are concentrated mostly in the centre of the town. This concentration of collisions is consistent with there being a larger concentration of pedestrians in the area. If the DDNP is successful in encouraging more people to use and visit the town centre, and in particular to walk or cycle, it will be necessary to



Image 24 The DDNP includes a policy designed to make the town centre more pedestrian friendly

improve the walking and cycling environment, including making it safer and with less traffic conflict. It has therefore been decided that the DDNP will have a policy on making the town centre more pedestrian friendly.

269. This policy was put to local people in the earlier consultations. A majority of respondents (53%) were in favour of this (or 60% of those expressing a preference²⁶), whilst 40% were against. This is perhaps not a clear-cut matter and will require close working with the community and businesses as well as key stakeholders such as the Local Highway Authority.

²⁶ Excluding those with no opinion

Community Policy 5: Town Centre Action Plan

Community Policy 5: Town Centre Action Plan

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



Image 25: Mere Street, Diss

8 PROTECTION POLICIES: PREVENTING COALESCENCE

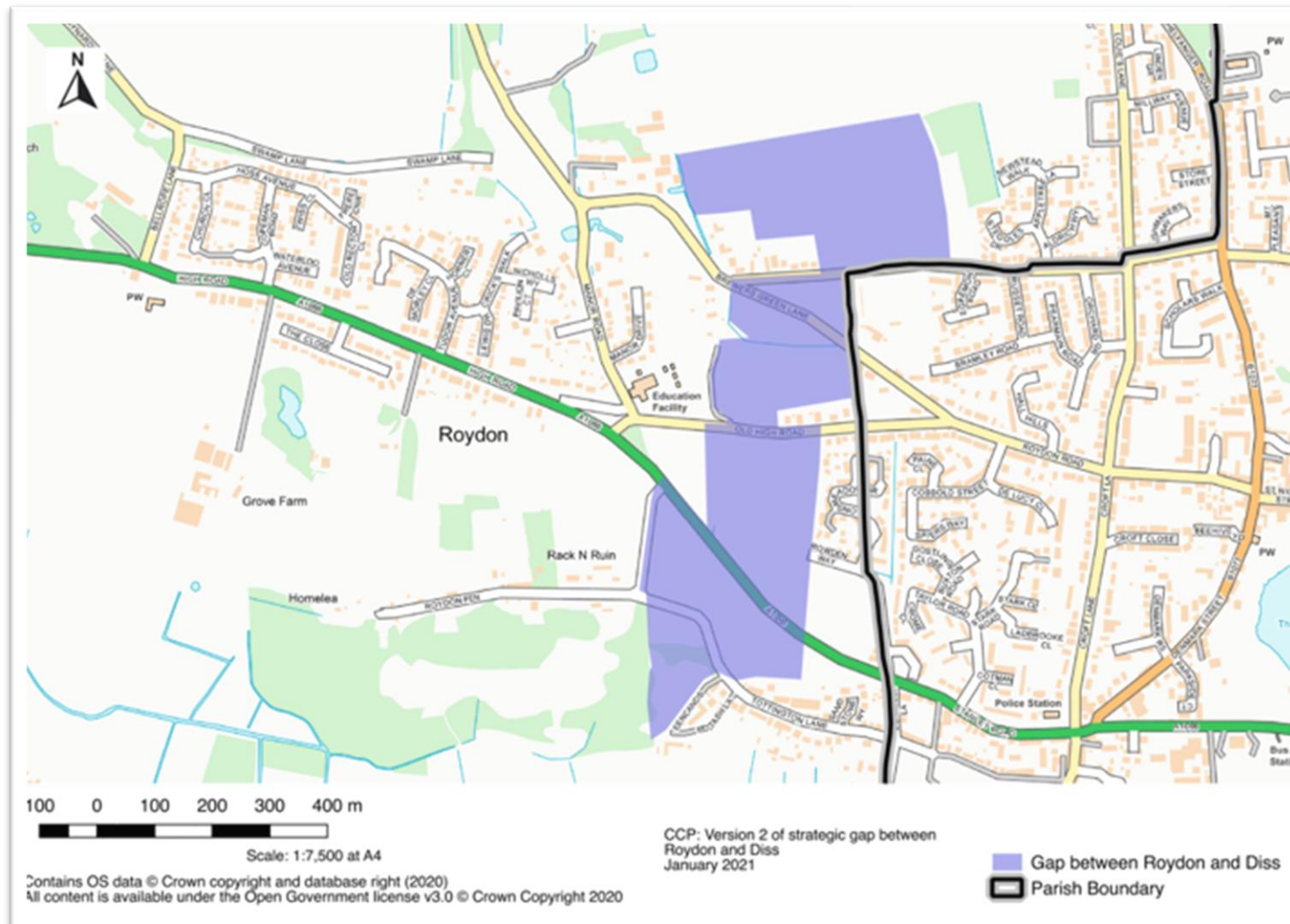
8.1 STRATEGIC GAP BETWEEN DISS AND ROYDON

270. Retaining the local identity of the different communities within the Diss and District Neighbourhood Plan area is important.
271. Over the last few years the gap between the village of Roydon and the built-up area of Diss (which includes part of Roydon parish) has narrowed, mainly due to the expansion of Diss. If this continues in the long term the boundaries will become increasingly blurred and there may be continuous development from Diss into the main village centre of Roydon.
272. This is something that local residents would like to avoid. During consultation (1) on issues and options for the plan, 80% of people who responded to the survey indicated that they strongly agreed that it was important to protect the gap so as to:
- Protect the setting and separate identity of each;
 - Retain the openness and character of the land between the two places.
273. Many comments were received during the consultation about the importance of retaining the gap:
- “I agree that it is essential to have protected open areas for the recreational, physical and emotional benefits to the residents of both areas. The suggested protected areas are well chosen and are a valued source of nature and wildlife that is so important to physical and mental well-being.”*
- “Open countryside is needed as a buffer to provide green lungs for local residents, to enhance the landscape, to safeguard space between different communities and protect the settings of village and town.”*
274. There is also very strong feeling from residents of Roydon that the parish should be kept whole, despite some properties abutting the built-up area of Diss. Many residents living adjacent to Diss continue to have a strong ‘Roydon’ identity.

Policy 11: Strategic Gap between Diss and Roydon

Policy 11: Strategic Gap Between Diss and Roydon

The area of separation identified in **Map 7** between the built-up area of Diss and Roydon village will be retained. Development that detracts from the open character, value of this area to wildlife, or reduces the visual separation will not be permitted.



Map 9: The Roydon Gap, shown by the blue areas above

9 PROTECTION POLICIES: LOCAL GREEN SPACE



Image 26: Roydon's Snow Street allotments, a highly valued asset in the community

275. The National Planning Policy Framework sets out that specific areas of land that are demonstrably special to the local community may be protected against development through designation as Local Green Space. These are often found within the built-up area and contribute to the character of a settlement. These can vary in size, shape, location, ownership and use, but such spaces will have some form of value to the community and help define what makes that specific settlement what it is.
276. The designation should only be used where:
- The green space is reasonably close to the community it serves;
 - The green area is demonstrably special to the community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife;
 - The green area concerned is local in character and is not an extensive tract of land.
277. A robust process has been followed to determine which green spaces across the Diss and District Neighbourhood Plan area should be designated. A working group of residents from each parish was used to identify potential sites for designation. These were then mapped, visited and evidence gathered as to their current use, history, importance locally and special qualities.
278. Potential sites were reviewed to determine if, at a glance, they met the national criteria, with all those which did or may do put to consultation. Residents were asked to what extent they agreed that the green spaces put forward in their community were special to them, and if they had any specific comments as to why they are special. A benchmark of 80% of residents agreeing or strongly agreeing that the spaces were special to them was used as a guide to determine which of those consulted upon should be designated.
279. Any landowners affected by LGS designation were specifically contacted to make them aware of the

potential implications and given the opportunity to provide their views.

280. This Neighbourhood Plan designates **55** Local Green Spaces for protection across the plan area, these are identified in **Maps 10 - 17** . They are important not only for the wildlife they support, but provide significant quality of life benefits to residents, for example through encouraging recreation.
281. Many of these contribute to the distinctiveness of their local community, making it an attractive place to live. Justification for each of the Local Green Spaces is found in **DDNP: Local Green Space Evidence Document, available on the www.ddnp.info site.**
282. Local Green Space policy is required to be broadly consistent with national policy for Green Belt. The national policy for Green Belt refers to protecting against inappropriate development, essentially the construction of new buildings, except in very special circumstances. There are some developments that are not considered inappropriate, including limited in-filling in villages, affordable housing, mineral extraction and material changes in the use of the land. Whilst these might not undermine the purpose of a large-scale Green Belt designation, clearly any of these on small Local Green Spaces would undermine the purpose of their protection. Therefore, the policy does not refer to 'inappropriate' development, but rather just to 'development'. The policy still allows for development in very special circumstances. Such proposals will be considered on an individual basis, and could include the provision of appropriate facilities in connection with the existing use of the land. Additionally, there is a departure with respect to adjacent proposals. **Policy 12** does not prevent adjacent proposals but recognises that as some Local Green Spaces are very small in nature, their integrity could be affected by adjacent development, which is less likely to be the case for large areas of Green Belt.

Policy 12: Local Green Space

Policy 12: Local Green Space

The following areas are designated as Local Green Space for special protection (as shown in **Maps 10 to 17**):

Development on designated Local Green Space will only be supported in very special circumstances where the harm resulting from the proposal is clearly outweighed by other considerations. Where development is permitted on a Local Green Space, compensatory provision will be made elsewhere of an equal or increased value to ensure no net loss in Local Green Space provision. Development adjacent to a Local Green Space that would adversely impact upon its special qualities will not be supported.

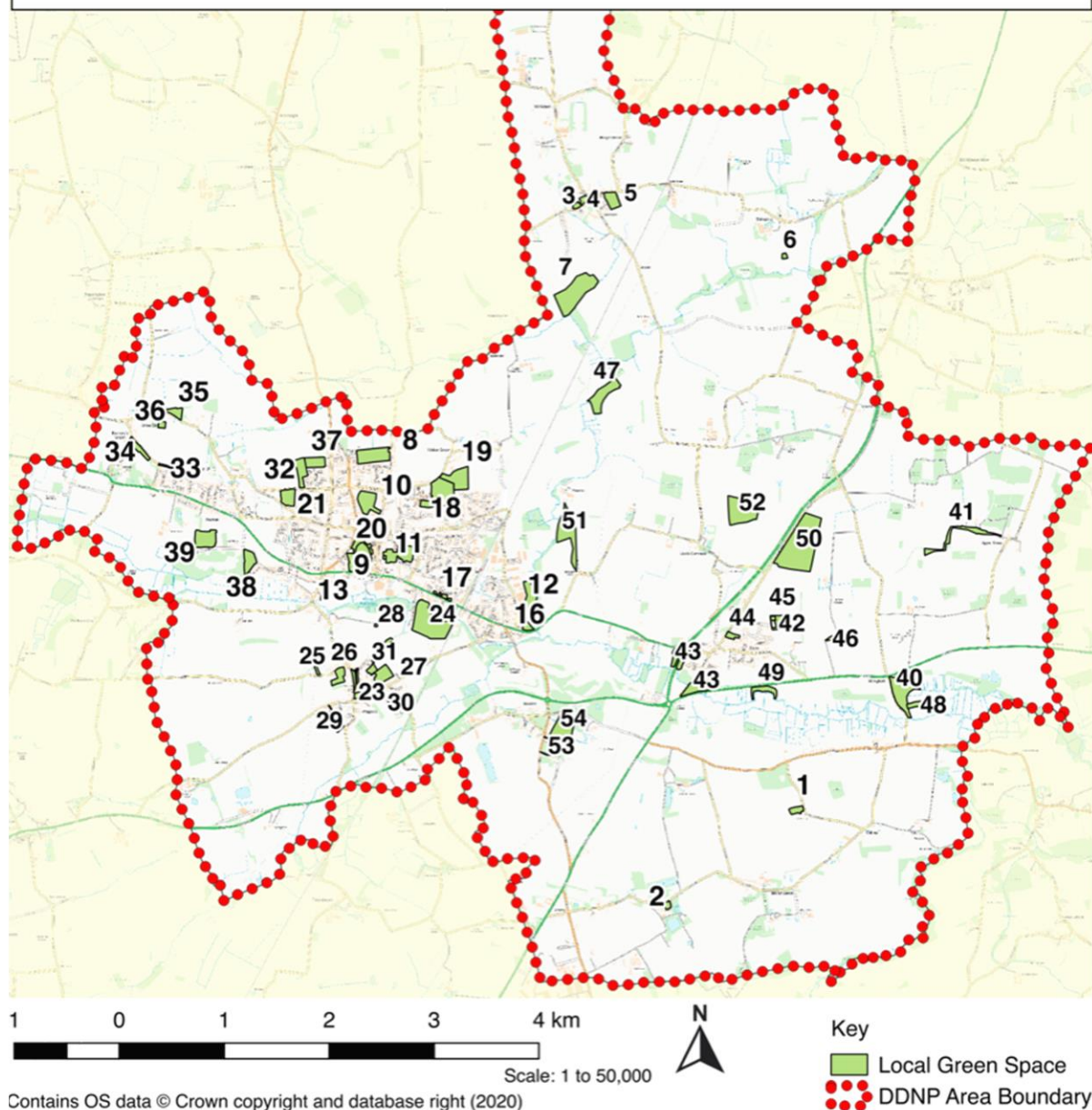
Opportunities to create linkages between Local Green Space, for example through the creation of new rights of way, may be considered favourable where it creates a network of green spaces or ecological corridor.

DDNP Local Green Space

- 1: St Nicholas Churchyard, Oakley
- 2: St Mary's Churchyard, Brome
- 3: Church Green, Burston
- 4: St Mary's Churchyard, Burston
- 5: Crown Green, Burston
- 6: St George's Churchyard, Shimpling
- 7: The Carr, Burston
- 8: Diss Cemetery
- 9: Diss Park and the Mere
- 10: Parish Fields, Diss
- 11: Rectory Meadows, Diss
- 12: Frenze Beck, Diss
- 13: Diss and District Bowling Green
- 14: Diss Causeway Bowling Green
- 15: St Mary the Virgin Churchyard, Diss
- 16: Desira Wood
- 17: Dennyholme Greenspace, Diss
- 18: Diss High School Playing Fields
- 19: Walcot Hall Meadow
- 20: The Banks of the Mere

- 21: Diss Football Ground
- 22: The Village Green, Palgrave
- 23: St Peter's Churchyard
- 24: Waveney Valley Meadows
- 25: Parish Cemetery, Palgrave
- 26: Village Meadows, Palgrave
- 27: Playing Field, Palgrave
- 28: Old Unitarian Burial Ground, Palgrave
- 29: Priory Wood, Palgrave
- 30: Pond in Burlington Close, Palgrave
- 31: Drake's Meadow, Palgrave
- 32: Quaker Wood, Roydon
- 33: Swamp Lane Wood, Roydon
- 34: Baynards Lane Wood, Roydon
- 35: Little Green, Roydon
- 36: Snow Street Allotments, Roydon
- 37: Louie's Lane Allotments, Roydon
- 38: Potash Lane Fields, Roydon
- 39: Meadow and Wooded area north of Roydon Fen Track

- 40: Billingford Common
- 41: Billingford Upper Street Green
- 42: Playing Field, Scole
- 43: Pocket Park, Scole
- 44: St Andrew's Churchyard, Scole
- 45: Bowling Green, Scole
- 46: St Mary's Churchyard, Thorpe Parva
- 47: Scotland Wood, Scole
- 48: Wood near Billingford Bridge
- 49: Waveney Wood, Scole
- 50: Scole Lodge Grounds
- 51: Wooded area along Angles Way
- 52: Big Wood, Scole
- 53: Rectory Lane Footpath, Stuston
- 54: Lodge Meadows, Stuston
- 55: Lodge Meadow Lane Footpath



Map 10: Proposed local green spaces in the DDNP area

9.1 BROME & OAKLEY LOCAL GREEN SPACE



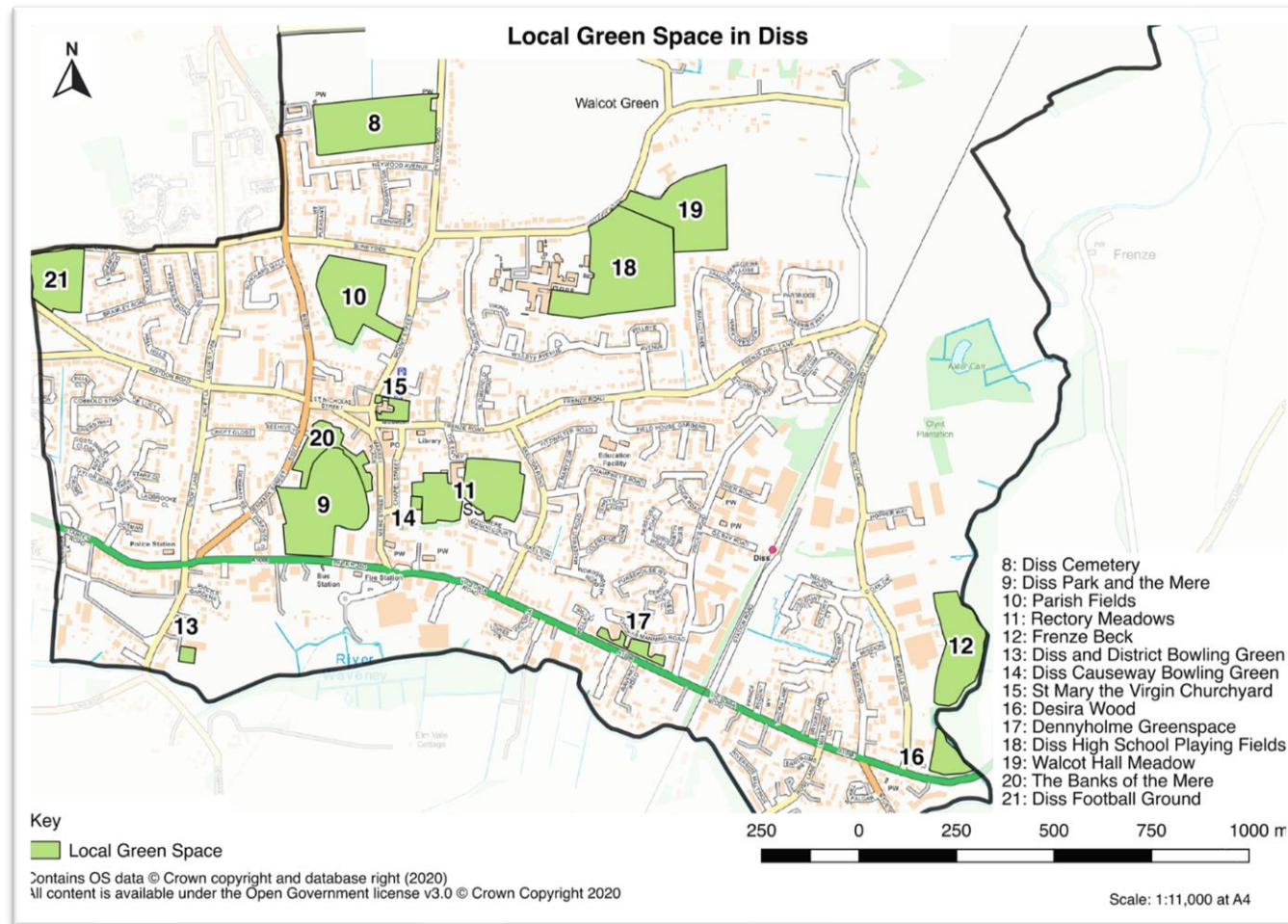
Map 11: proposed local green spaces in Brome and Oakley

9.2 BURSTON & SHIMPLING LOCAL GREEN SPACE



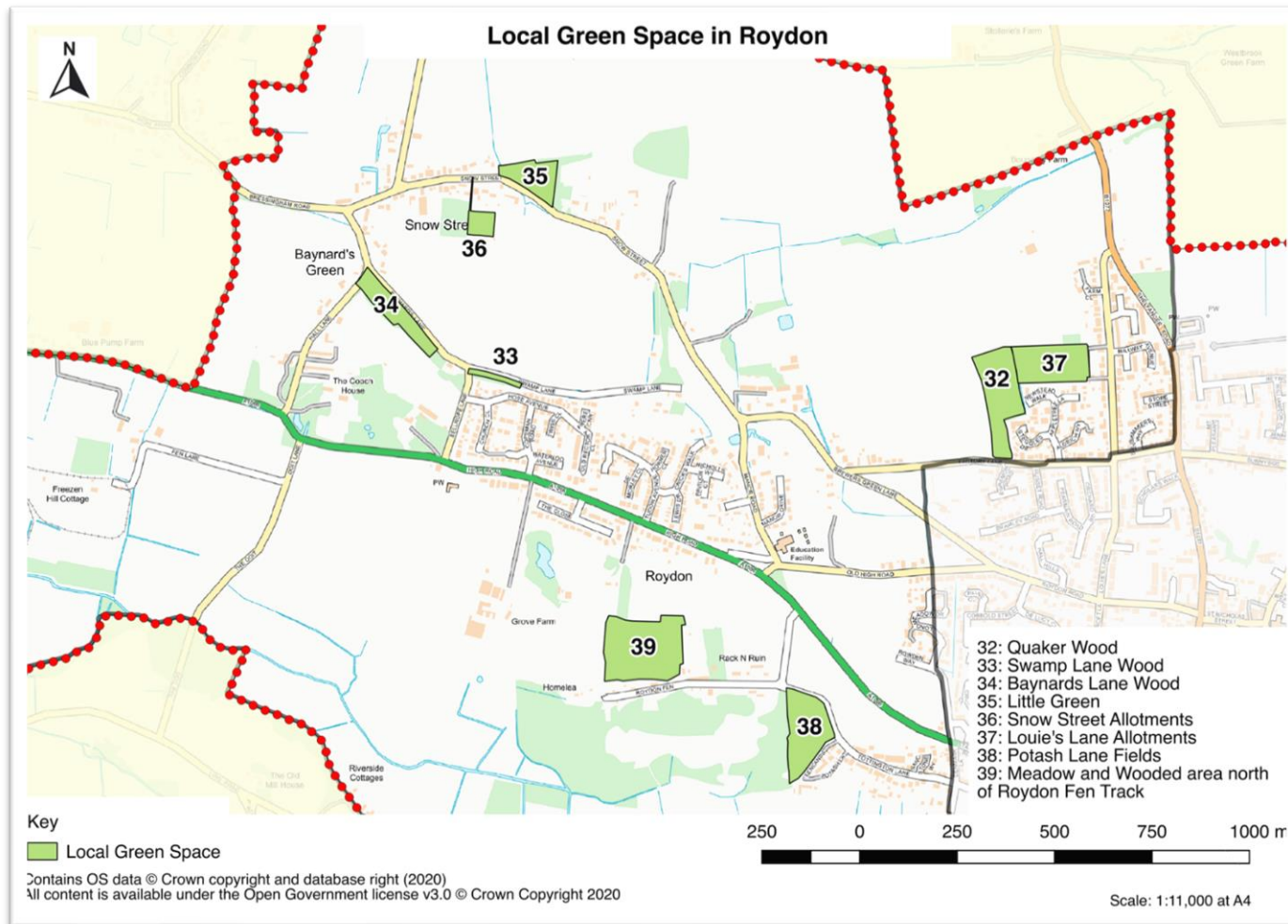
Map 12: proposed local green spaces in Burston and Shimpling

9.3 DISS LOCAL GREEN SPACE



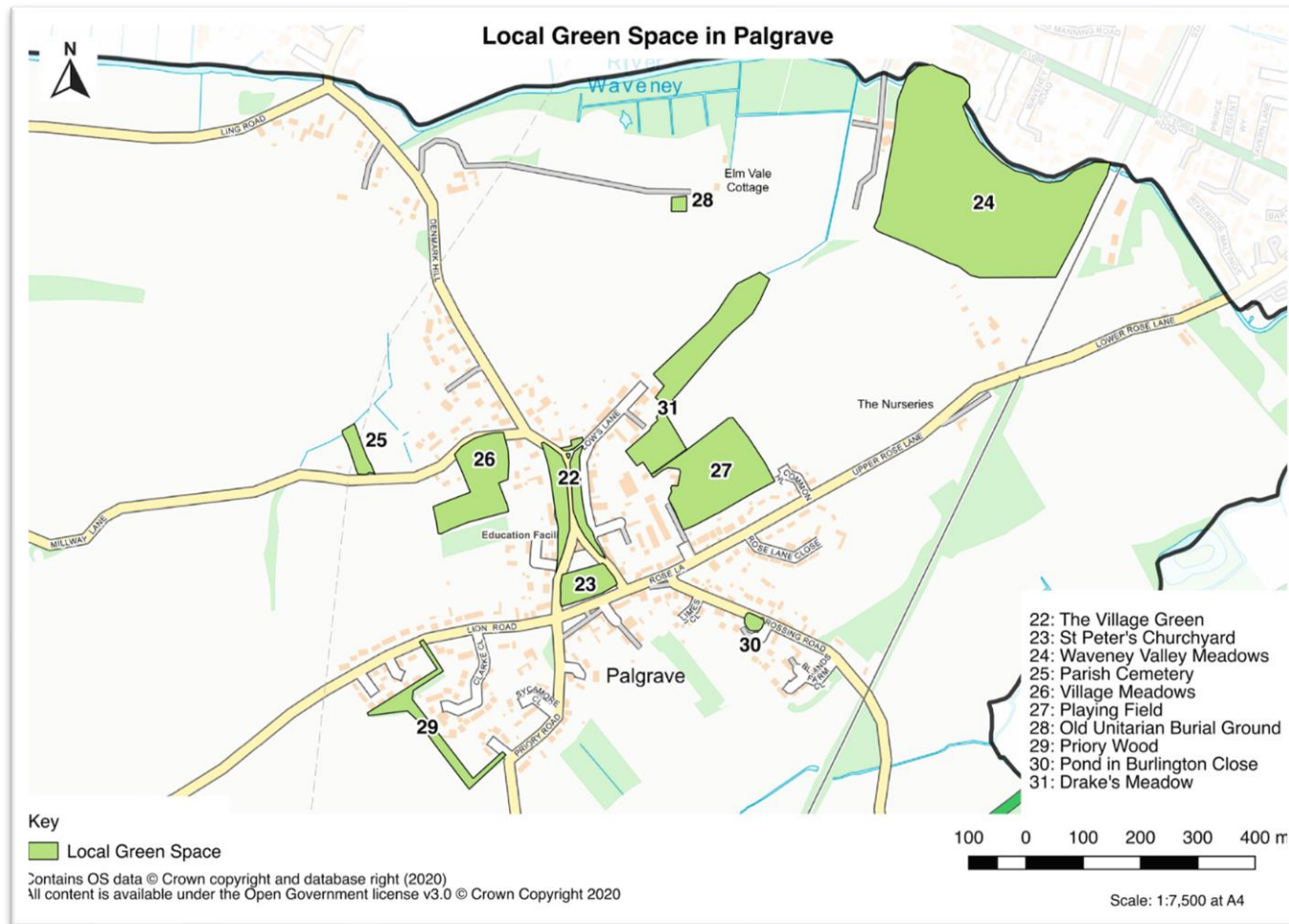
Map 13: proposed local green spaces in Diss

9.4 ROYDON LOCAL GREEN SPACE



Map 14: proposed local green spaces in Roydon

9.5 PALGRAVE LOCAL GREEN SPACE



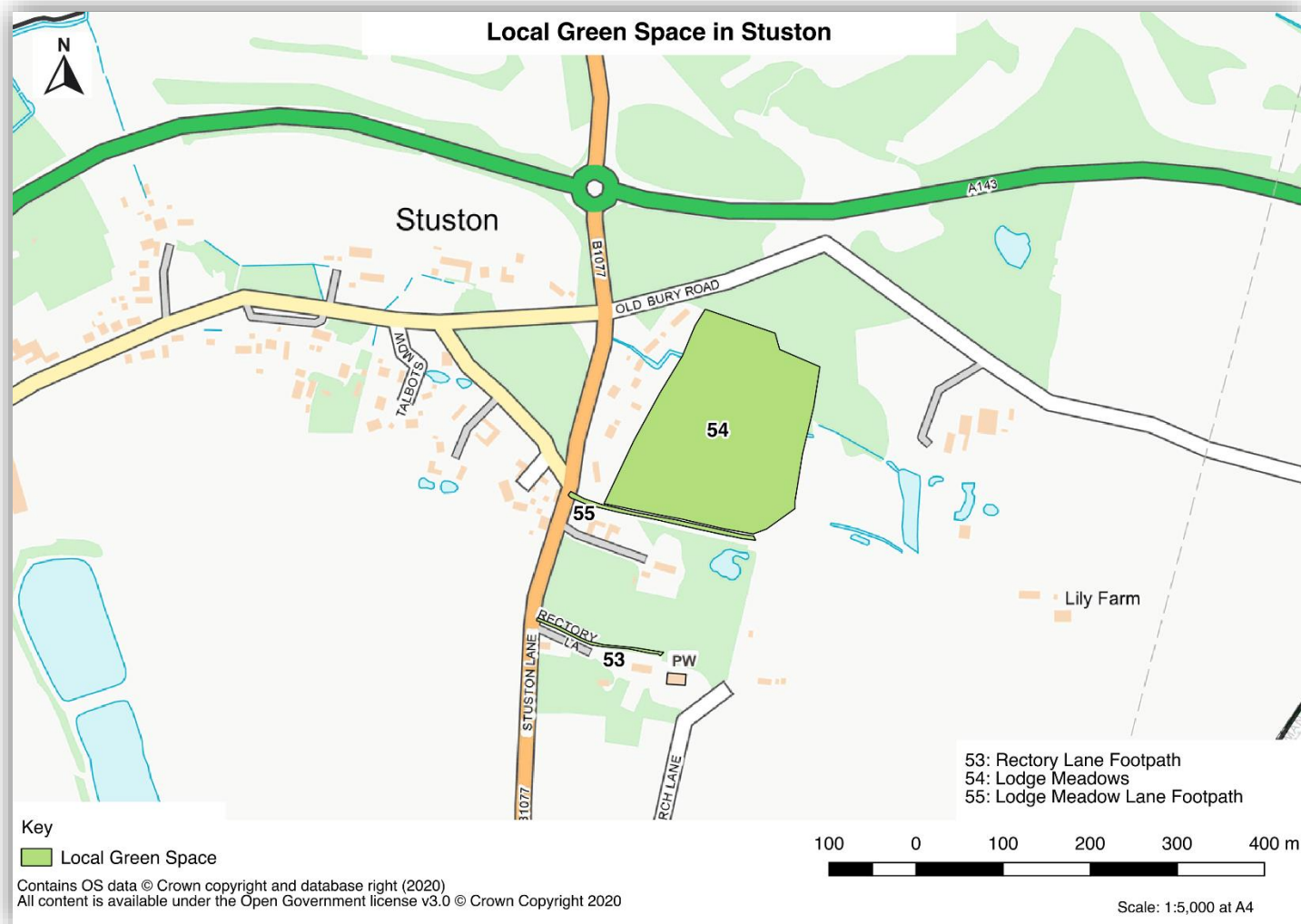
Map 15: proposed local green spaces in Palgrave

9.6 SCOLE LOCAL GREEN SPACE



Map 16: proposed local green spaces in Scole

9.7 STUSTON LOCAL GREEN SPACE



Map 17: proposed local green spaces in Stuston

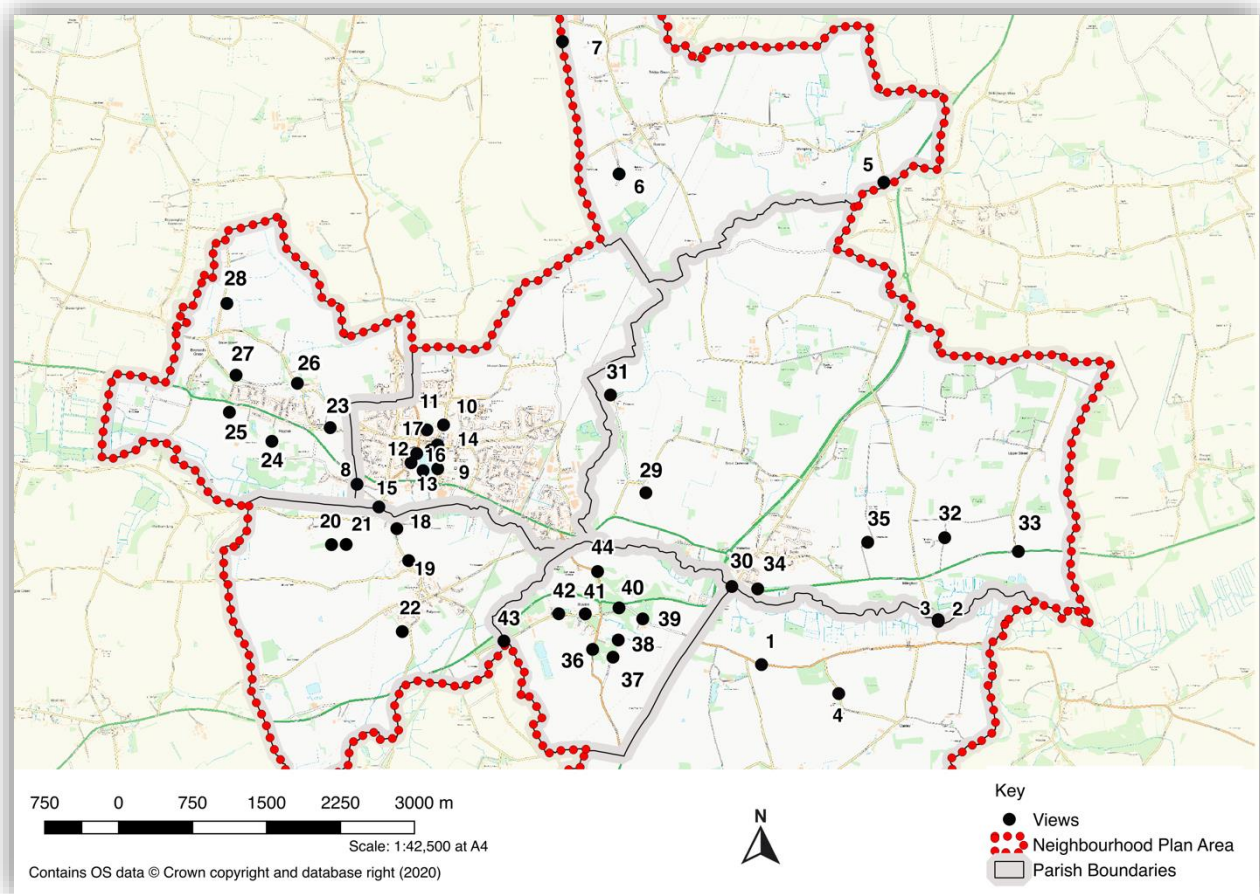
10 PROTECTION POLICIES: IMPORTANT VIEWS



Image 27: Burston's Market Lane, one of 44 views valued by the local community

283. The National Planning Policy Framework indicates that planning policies and decisions should protect and enhance valued landscapes, recognising the intrinsic character and beauty of the countryside. There are some specific views and vistas within the Diss and District Neighbourhood Plan area that are of particular importance to the local community.
284. A working group of residents from each parish identified specific views they felt were important. Wider opinions from the local community were sought as part of the Issues and Options Consultation in July/August 2020. Suggestions for other important views were also sought as part of the consultation. These were reviewed by the working groups and subject to additional community consultation. Some of the special views identified by residents in Diss are within the Conservation Area. It is noted that these will already have some protection.
285. Overall the Neighbourhood Plan seeks to protect 44 public views for future enjoyment. The intention is not to stop development within these views, but to ensure that their distinct character is retained. Within the views afforded protection through **Policy 13**, development that is overly intrusive or prominent will not be supported locally. Any proposals within these views will need to demonstrate that they are sited, designed and of a scale that does not significantly harm them.

10.1 KEY VIEWS IN THE DDNP AREA



Map 18: Key Views in the DDNP area

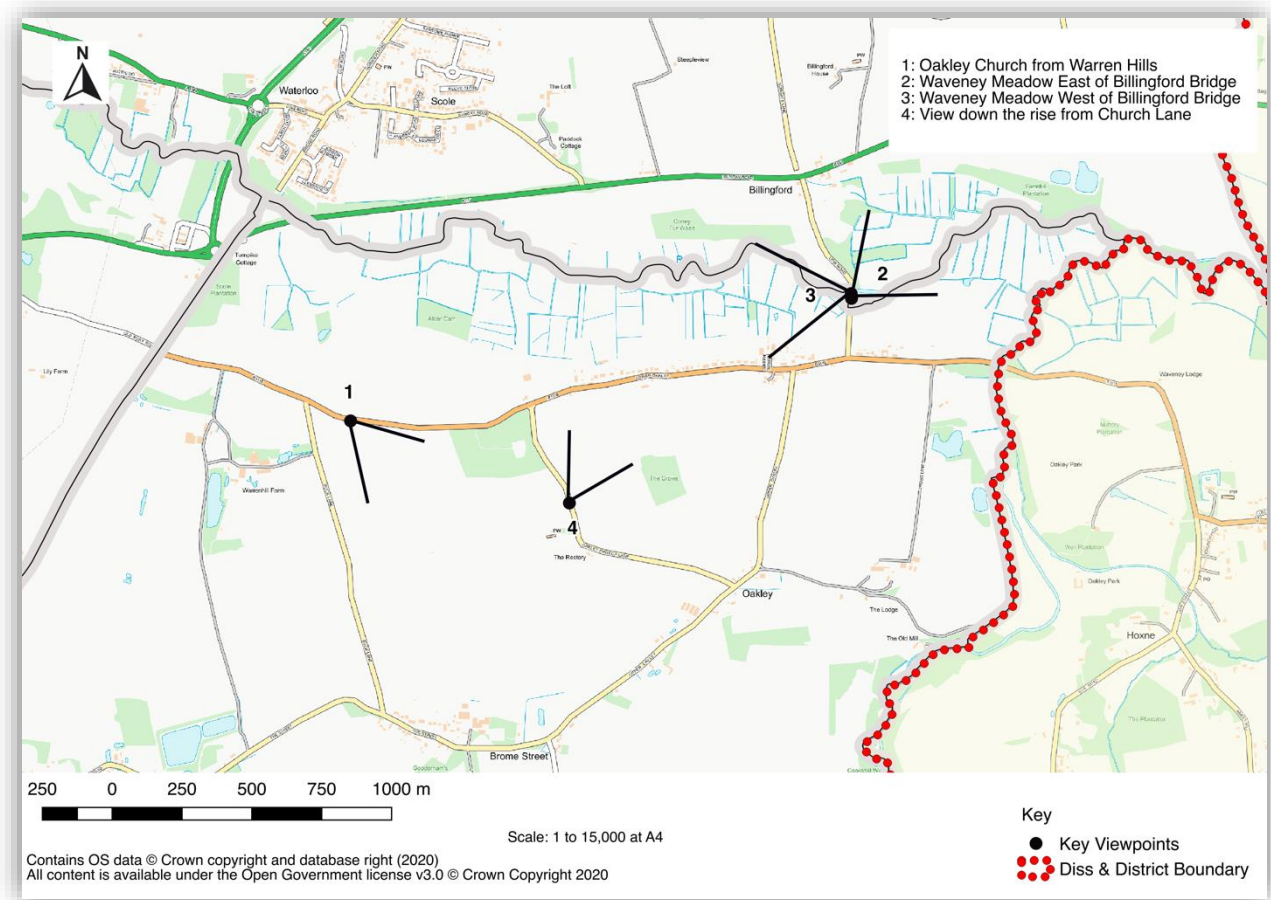
Policy 13: protection of Important Views

Policy 13: Protection of Important local views

The views identified in **Maps 18 to 25** and described in **DDNP Evidence Report: Local Views (available on www.ddnp.info)** are important public local views in the Diss and District area.

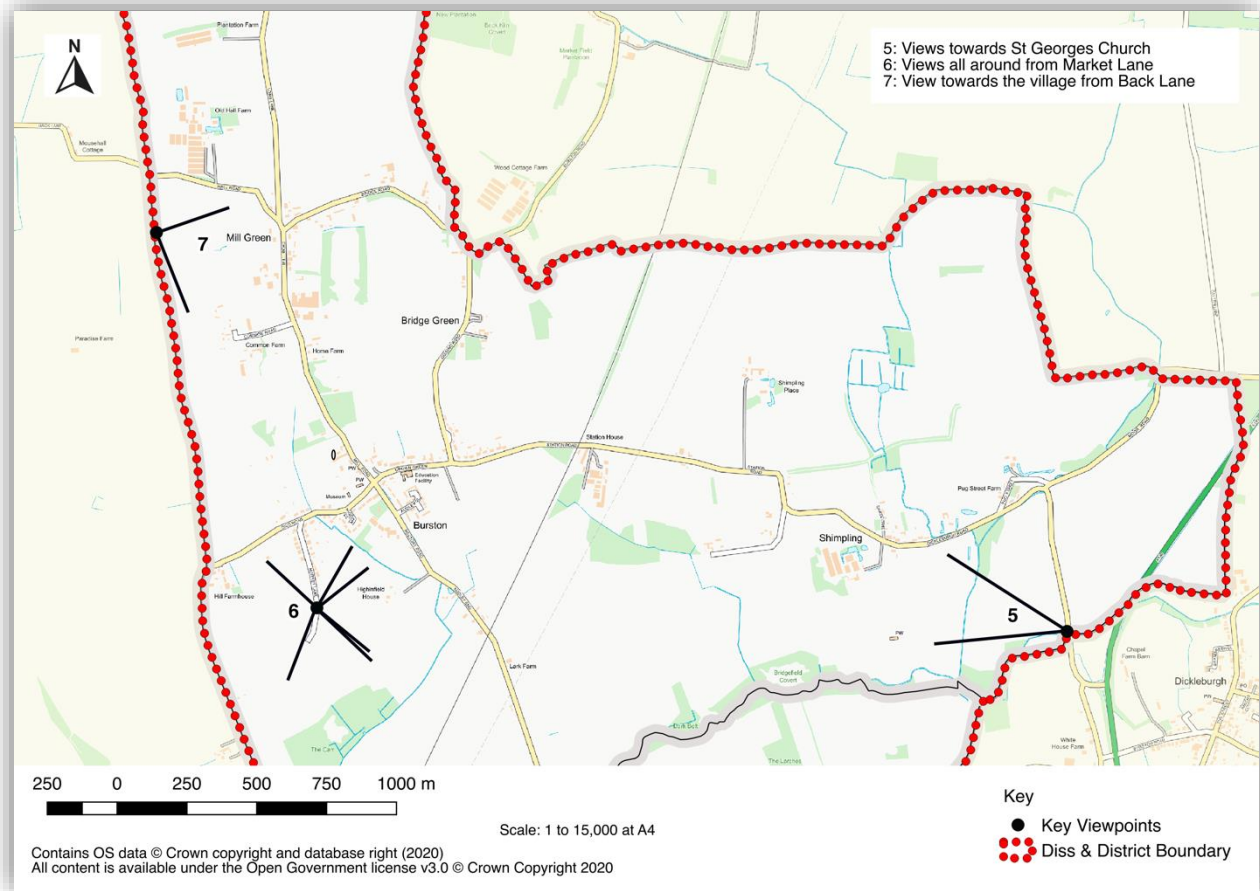
Development proposals that would adversely affect these key views will not be supported. Proposals are expected to demonstrate that they are sited, and designed to be of a form and scale that avoids or mitigates any harm to the key views.

10.2 KEY VIEWS IN BROME & OAKLEY



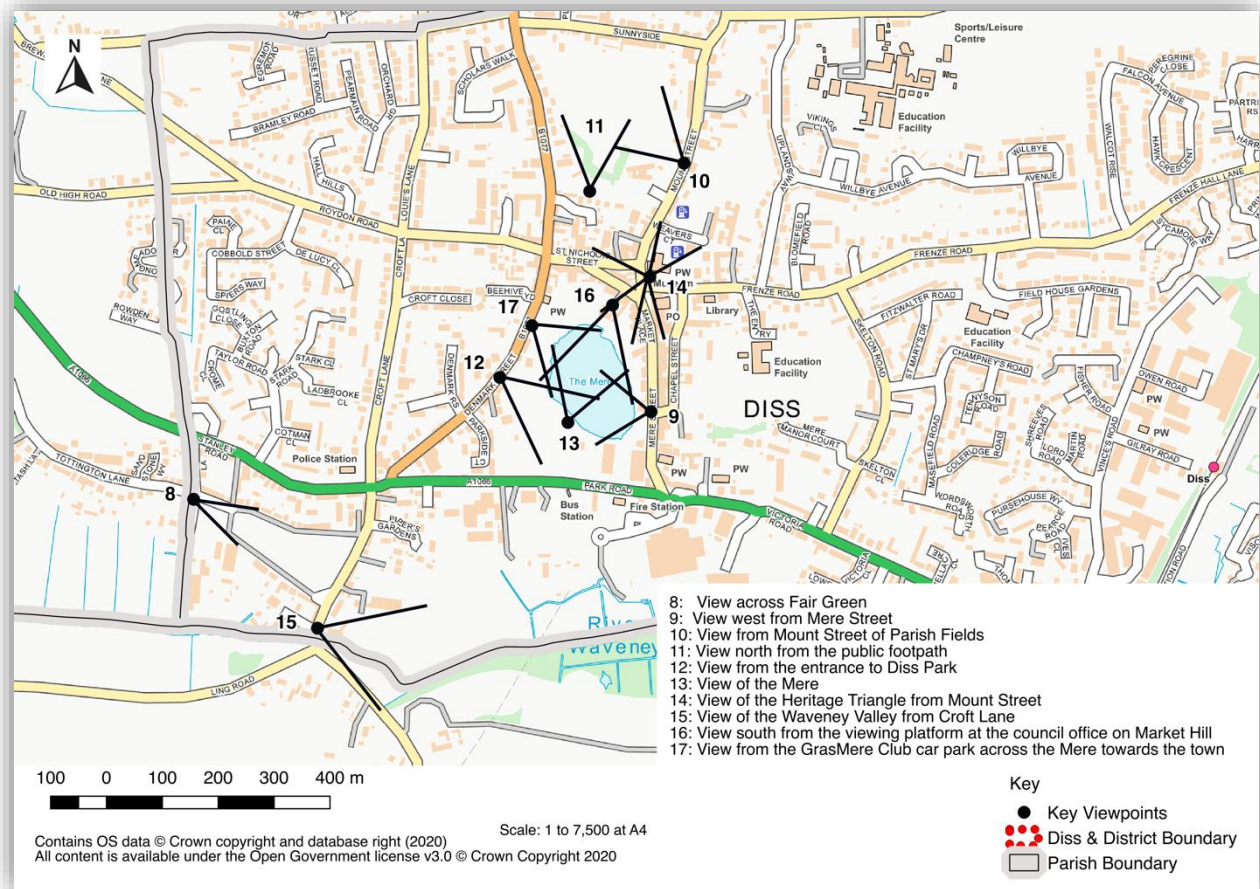
Map 19: Key views, Brome and Oakley

10.3 KEY VIEWS IN BURSTON & SHIMPLING



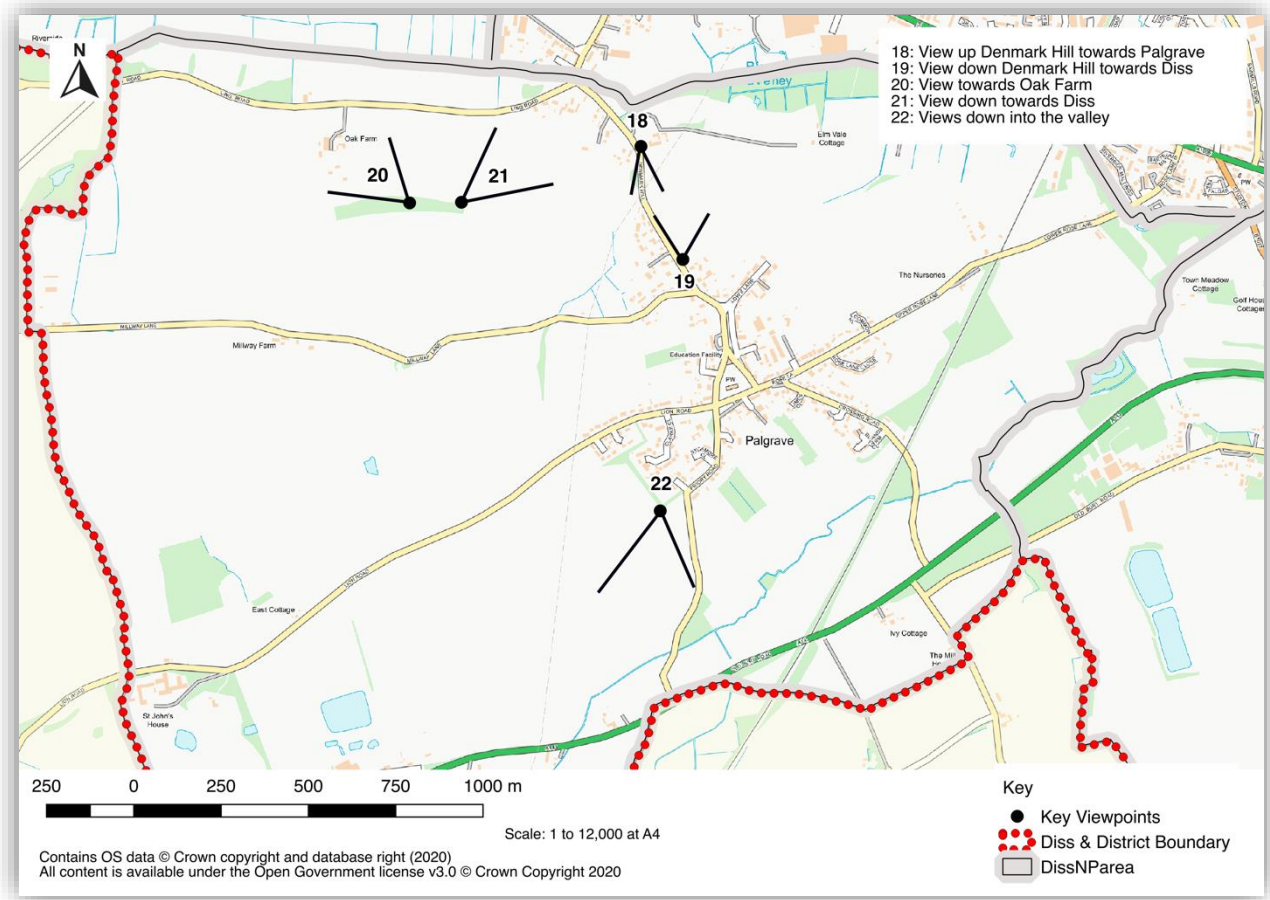
Map 20: Key views, Burston and Shimpling

10.4 KEY VIEWS IN DISS



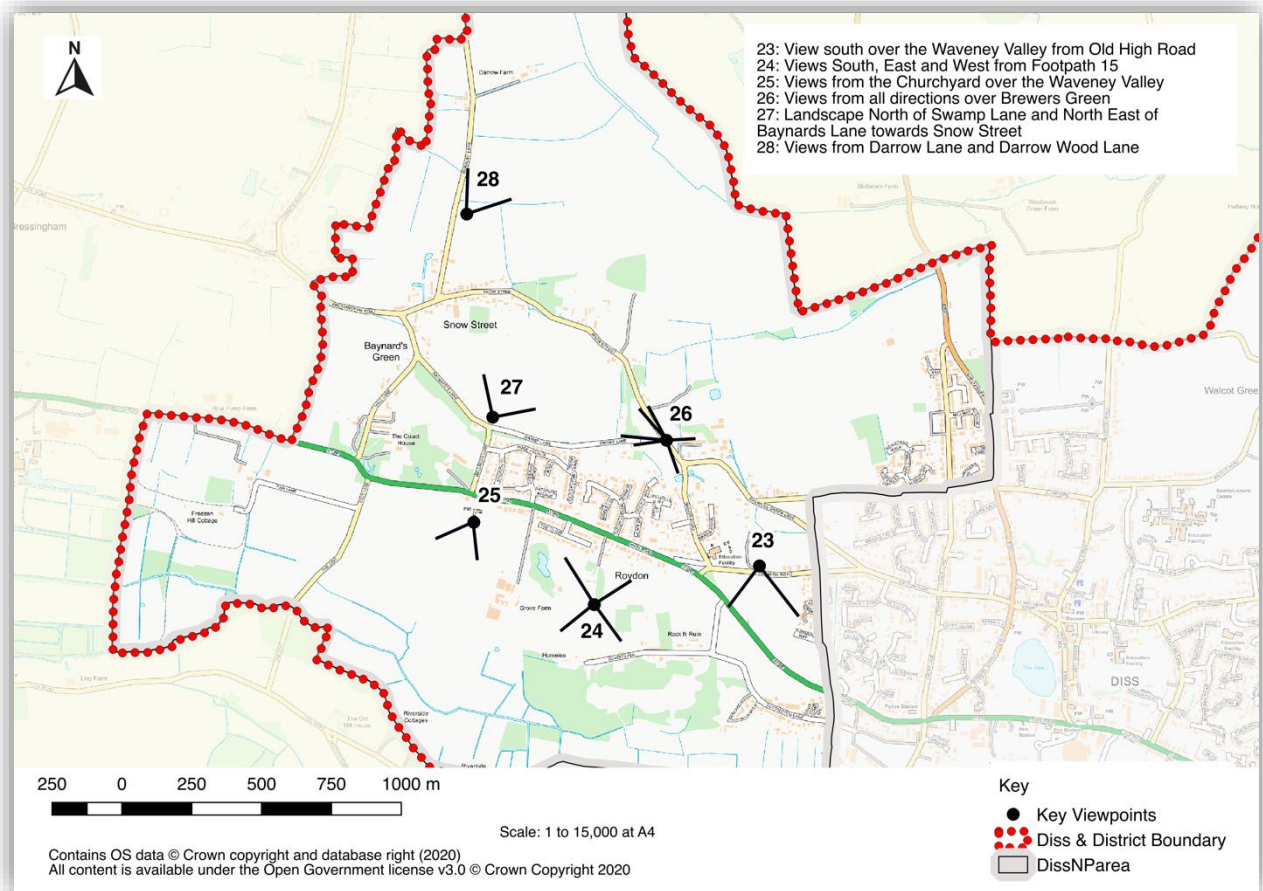
Map 21: Key views, Diss

10.5 KEY VIEWS IN PALGRAVE



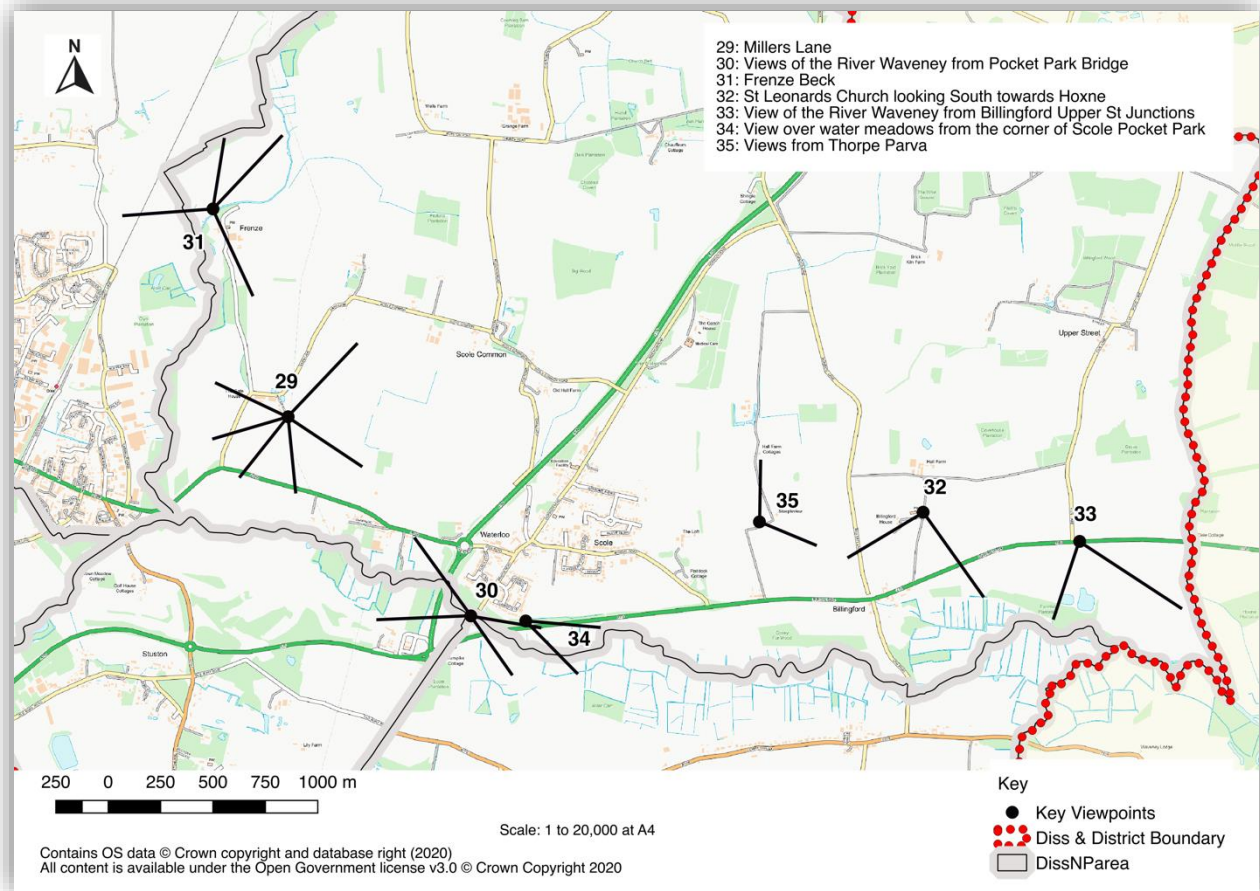
Map 22: Key views, Palgrave

10.6 KEY VIEWS IN ROYDON



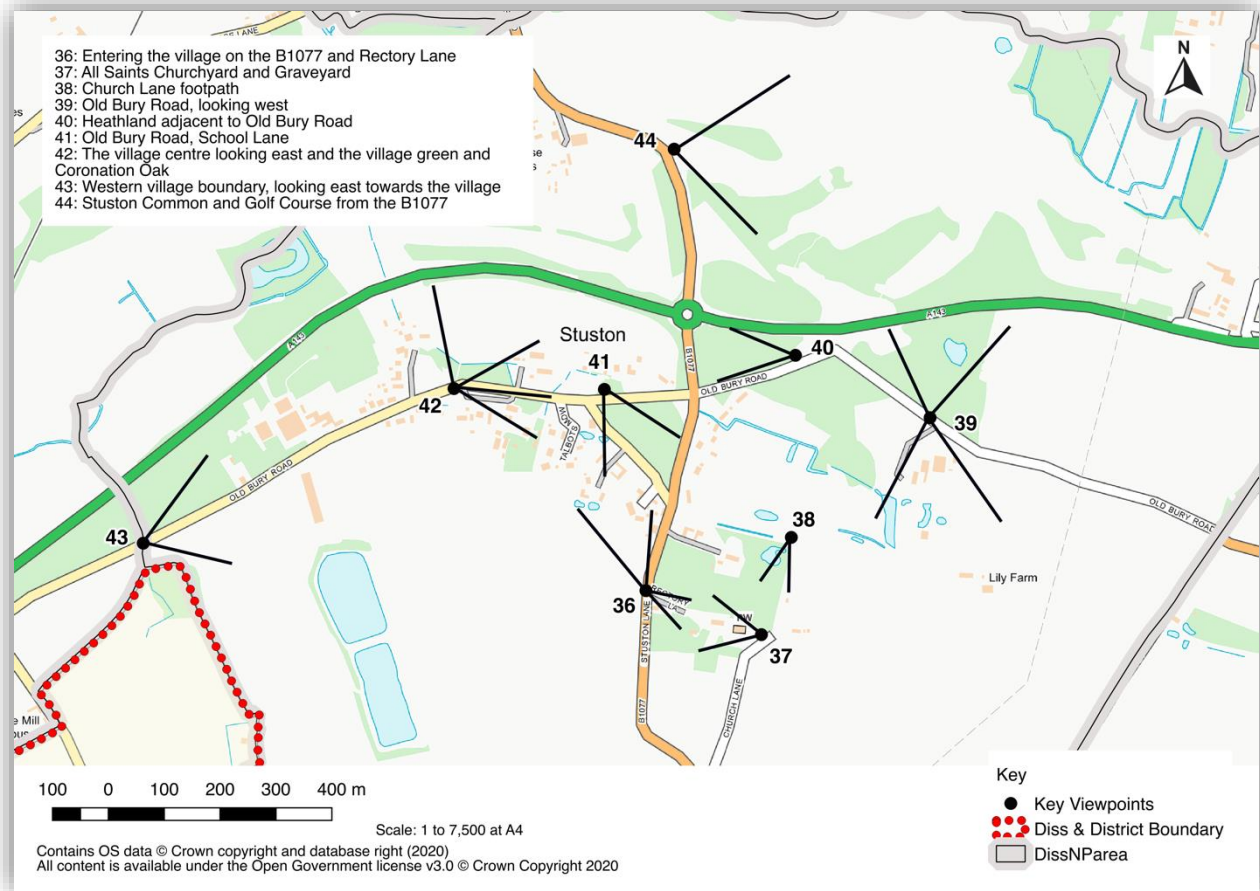
Map 23: Key views, Roydon

10.7 KEY VIEWS IN SCOLE



Map 24: Key views, Scole

10.8 KEY VIEWS IN STUSTON



Map 25: Key views, Stuston

11 PROTECTION POLICIES: HISTORIC ENVIRONMENT

286. This area around the Waveney Valley attracted early settlement and by Roman times this had become more extensive, a general trend which continued into and beyond the early medieval period. As a result, the DDNP area is one of historical significance and many important heritage features remain today. Some of these are protected in Conservation Areas, which have been designated in Diss, Burston, Palgrave and Scole. There are also over 350 listed buildings across the area, including seven Grade I which are of particular note, and one scheduled monument, Scole Roman Settlement.
287. In addition, there are many historical features which are of local note and significance. This plan seeks to protect these 38 non-designated heritage assets which are listed below and highlighted in **Maps 25 to 30**, with further evidence of their heritage significance given in **DDNP: NDHA Evidence Report**, available on www.ddnp.info

Diss

288. Historically, Diss has been an important focal point for the area. In the Domesday Book the town is noted as a royal manor, and by the end of the 12th century, its commercial importance was firmly established. The market dates from 1135 and a charter for the great annual fair was granted in 1195. Diss enjoyed good communication in all directions, in particular the river crossing at Denmark Bridge, while the rising ground north of the Mere was clear of the flood plain, and had a good supply of water.
289. The area known as the Heritage Triangle is the traditional centre of Diss. Formed by St Nicholas Street, Market Hill and Market Place, it is bounded by the Corn Hall in the west, St Mary's Church in the east with Diss Museum and Market to the south.
290. Today its period buildings include many diverse and independent shops and businesses. The Conservation Area includes this historic core, but also important spaces at Fair Green, the Mere and Park, Rectory Meadows and the Parish Fields. You can catch glimpses of the Mere through archways and openings in the centre, but it is the unparalleled panoramic view from the park, over the Mere to the church tower and beyond which is renowned.
291. Over time, the Mere has been used as a water supply, wash tub, a drain and venue for various sporting or recreational activities. It has not only determined the shape of the town, but helped ensure the survival of Betjeman's perfect market town. Betjeman is a poet with strong connections to Diss.
292. The Diss Conservation Area Appraisal²⁷ reports that most buildings appear to be in good condition.



Heritage image 1: The area known as the Heritage Triangle is the traditional centre of Diss. Formed by St Nicholas Street, Market Hill and Market Place, it is bounded by the Corn Hall in the west, St Mary's Church in the east with Diss Museum and Market to the south

²⁷ Diss Conservation Area Appraisal can be accessed [here](#)

One identified of particular concern is the Old Infant School in The Causeway. This site has been allocated for housing, up to 10 dwellings, in the DDNP, with **Policy DDNP02**, outlining the aspiration for the building to be retained and incorporated into the design and layout of the development.

Community Policy 6: Diss Heritage Triangle

Community Policy 6: Diss Heritage Triangle

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

Scole

293. Scole is the largest parish in South Norfolk, and whilst it comprises five historic settlements, the historic core of the village, which is designated a Conservation Area, developed on the original Roman road (the Pye Road) to Venta Icenorum (near Norwich). Verve by Diss, (formerly The Scole Inn), which is Grade I Listed, still dominates the centre with the Church of St Andrew to the north set above the street.
294. One of the housing allocations in Scole, on the Engineering Site is adjacent to the Conservation Area. The layout and design of this development will need to be sensitively designed to consider potential impacts on the Conservation Area.
295. Directly to the south-west of the Conservation Area lies Villa Faustini, Scole Roman Settlement, which is designated a Scheduled Monument. This appears to be a major roadside settlement or small town. Remains cover an area of some 35 acres, and finds indicate occupation throughout the Roman period. Modern buildings and roads now cover half of the settlement, and some of the areas subject to agricultural activity have been badly damaged. Excavation indicates that Roman occupation was not limited to the roadside, but that the settlement stretched back either side of the road, and potentially onto both sides of the River Waveney. Various finds of archaeological importance, mainly from excavations in advance of the A140 bypass construction, evidence the areas significance²⁸.



Heritage image 2 Diss by Verve, a former coaching inn and iconic heritage building in Scole.

²⁸ Description taken from Norfolk Heritage Explorer – [NHER 1007](#)

Palgrave

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

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



Heritage image 3 Palgrave has a distinctive village green at its heart and over 40 listed buildings

Burston & Shimpling

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



Heritage image 4 The Strike School, built in 1917, is the site of the longest recorded strike in England's history. It is grade II listed and of national significance to the trade union and labour movements.*

Roydon

299. The parish of Roydon has a long history and certainly was well established by the time of the Norman Conquest, its population, land ownership and productive resources being extensively detailed in the Domesday Book of 1086. A significant prehistoric site found to the north of Sandstone Way dates to the Iron Age. Here, the cropmark of a ring ditch was noted on an aerial photograph in 1977. Partial excavation of the feature recovered Neolithic flint tools and fragments of Iron Age pottery, and the site was interpreted as an Iron Age defended settlement²⁹.



Heritage image 5: medieval moated site of Bush Hall, Roydon

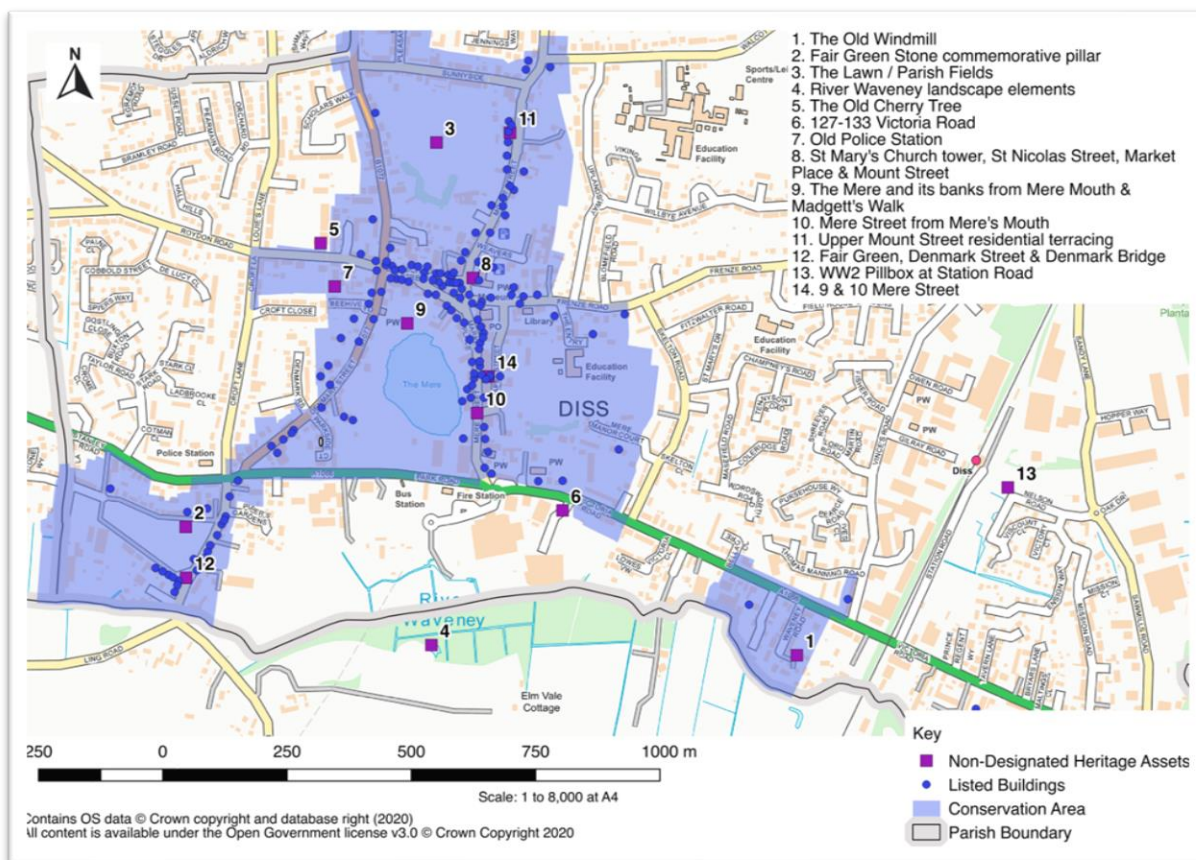
11.1 NON-DESIGNATED HERITAGE ASSETS (NDHAS)

300. The Government's Planning Practice Guidance recognises that there are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas local authorities keep a local list of non-designated heritage assets, incorporating those identified by Neighbourhood Planning bodies. Paragraph 197 of the National Planning Policy Framework determines that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.
301. Non-designated heritage assets should be identified against a clear set of consistent criteria. A comprehensive review by the working group of designated heritage assets, Conservation Area appraisals and the Historic Environment Record was undertaken prior to considering whether there were other assets of heritage value worth identifying in the Neighbourhood Plan. Each community developed a list of important buildings and historic features, and making use of local knowledge and the Historic Environment Record researched these to find out more about their history. These were then put to residents as part of the Issues and Options Consultation, with people given the opportunity to consider whether they agreed that the assets put forward were important to them. All the historic assets that achieved 80% 'strongly agree' or 'agree' to this question were subsequently assessed in accordance with Historic England's guidance on Local Heritage Listing, using the commonly applied selection criteria³⁰. Those determined to have historic significance are identified as non-designated heritage assets. These are described below on a settlement by settlement basis and highlighted in **Maps 26-31**. They receive protection in accordance with **Policy 14: Non-Designated Heritage Assets**. In addition to individual assets, some historic groupings of assets have been identified which constitute a sense of place.

²⁹ Norfolk Historic Environment Record - [12834](#)

³⁰ <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag018-local-heritage-listing/>

Diss Non-Designated Heritage Assets

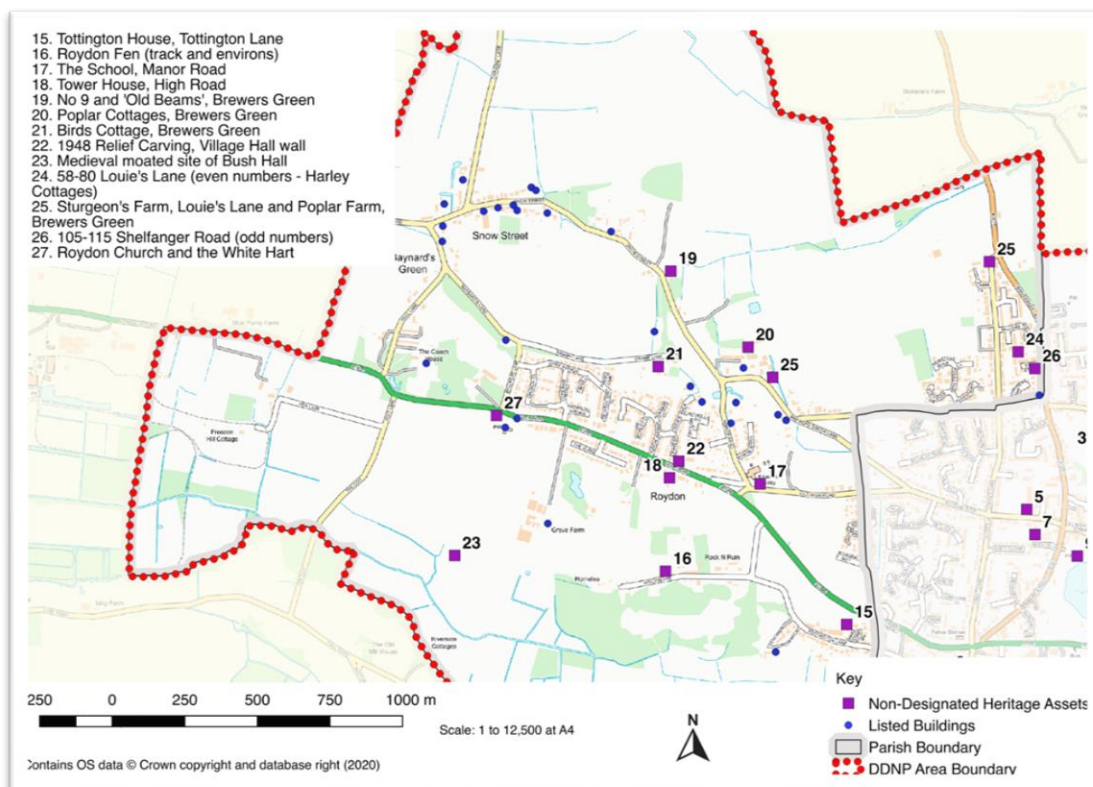


Map 26: NDHAs, Diss

- **The old windmill:** Early 19th century windmill converted to house in 1972. Claimed locally to date from 1771, but no record prior to 1817. Possibly used to power a Yarn Mill at Lincoln, Victoria Road.
- **Fair green stone commemorative pillar:** Commemoration stone of Fair held on Green for 800 years. Last fair held in 1985, but visiting entertainment/circus fairs since.
- **Parish fields:** Private park created in the late 18th century for The Cedars (Listed building 79) opposite on Mount Street. Originally accessed by entrance flank walls mirroring those surrounding The Cedars. Only example of a detached private park in Norfolk. Designated as Important Local Open Space, but requires more stringent further statutory protection and possible incorporation into publicly owned open space.
- **River Waveney landscape elements:** Land adjacent to the River Waveney long identified as available for a new Waveney Quarter, but as yet undesignated. Forms, together with lands in Palgrave an essential and integral central element of the Waveney valley.
- **The Clynt and landscaped banks of the Mere:** Continuous open landscaped banks of the Mere used for drying woven cloth, primarily linen from the noted Diss weaving sheds, in 17th-19th century.
- **The Old Cherry Tree 8 Roydon Road:** Formerly public house. 19th century brick facing conceals remains of 17th century three cell building.

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

Roydon Non-Designated Heritage Assets

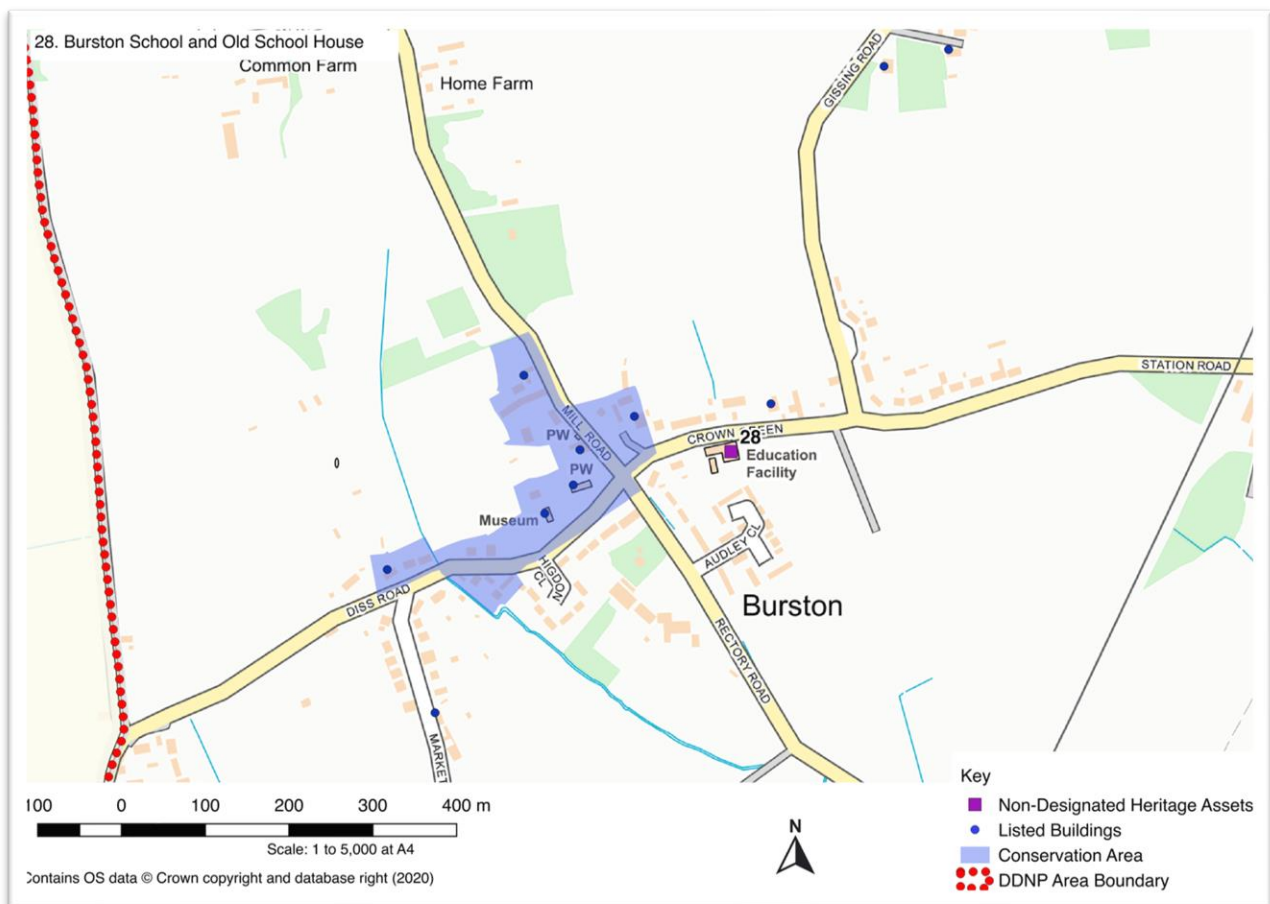


Map 27: NDHAs, Roydon

- **Roydon Fen (Track and Environs):** An aspect of the cultural heritage and importance of Roydon Fen track is the link between the properties and historical land uses. The first row of houses, from number 1 to 9, were used by workers for the flint and gravel extraction to the north. They were probably built around the turn of the 18th and 19th centuries, shown on the Bryant map of 1826.
- **The School, Manor Road:** This is stylistically unusual, part 1896.
- **No 9 and Old Beams, Brewers Green:** Former farm workers cottages, little altered and probably early or pre-19th century.
- **Poplar Cottages, Brewers Green:** Mid to late 19th century clay lump cottages, also known as the Barracks. Probably built as farm stables and cart lodges and later converted to domestic use.
- **Birds Cottage, Brewers Green:** A small cottage on the edge of the common where, in living memory, the milkmaid for Pheasantry Farm lived.
- **1948 Relief Carving on wall of village hall:** Made from oolitic limestone, depicting coconut palm trees and a boar, it represents the materials of brush and mat making. Made in 1948 by David Kindersley, moved in 1997 from the Aldrich's Brush and Mat Factory in Factory Lane, Roydon, after being in storage since the factory's demolition in 1972.
- **Louie's Lane 58-80, even numbers (Harley Cottages):** Patterned brick-faced Victorian terraces, built in 1886
- **Sturgeons Farm, Louie's Lane, and Poplar Farm, Brewers Green:** Early 20th century Arts and Crafts building with tiled upper levels by architect and South Norfolk MP Arthur Soames. Created after he split up a large farm with Poplar Farm and Sturgeons Farm being two of the farmhouses.

- **105-115 Shelfanger Road (odd numbers):** Run of terrace, Roydon Villas, with 105 being distinctive with a recessed corner entrance, a shop converted into a house, and 113 The Old Mill House, behind which is its mill tower, (115), restored as a dwelling.
- **Roydon Church and White Hart:** Grouping of church, churchyard and public house (The White Hart) off highway with broad vista across the Waveney Valley to the south.
- **Tottington House, Tottington Lane:** Used to be the mill house. Much older than the houses around it. The postmill itself was built in 1797 and demolished in 1883.
- **Tower House, High Road:** Built in 1930 as a water tower to supply water to homes in Roydon, the tank coming from Diss railway station. It continued as a water tower until 1960 when it was converted into a residence and offered for rent.
- **Medieval Moated Site of Bush Hall:** excavations before 1942 found medieval sherds and half a Roman white-ware beaker.

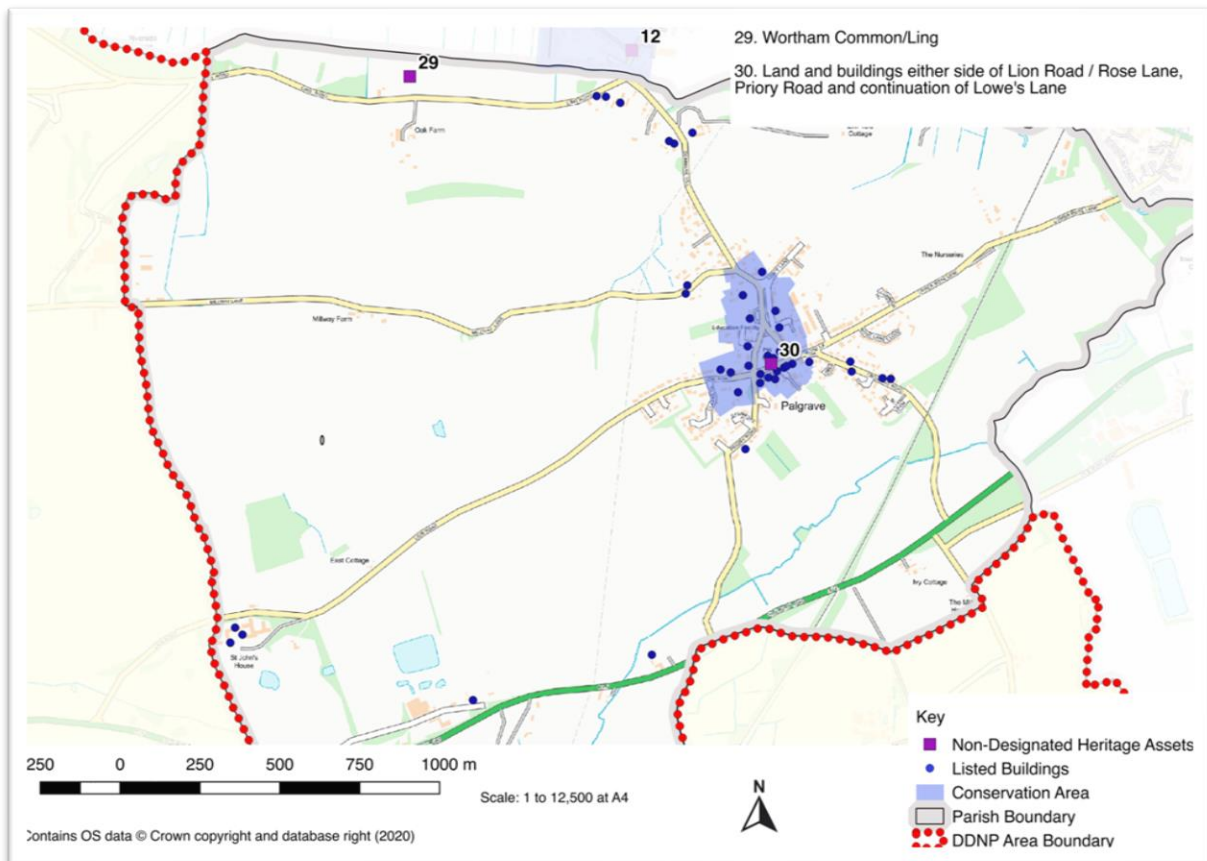
Burston Non-Designated Heritage Asset



Map 28: NDHA, Burston

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

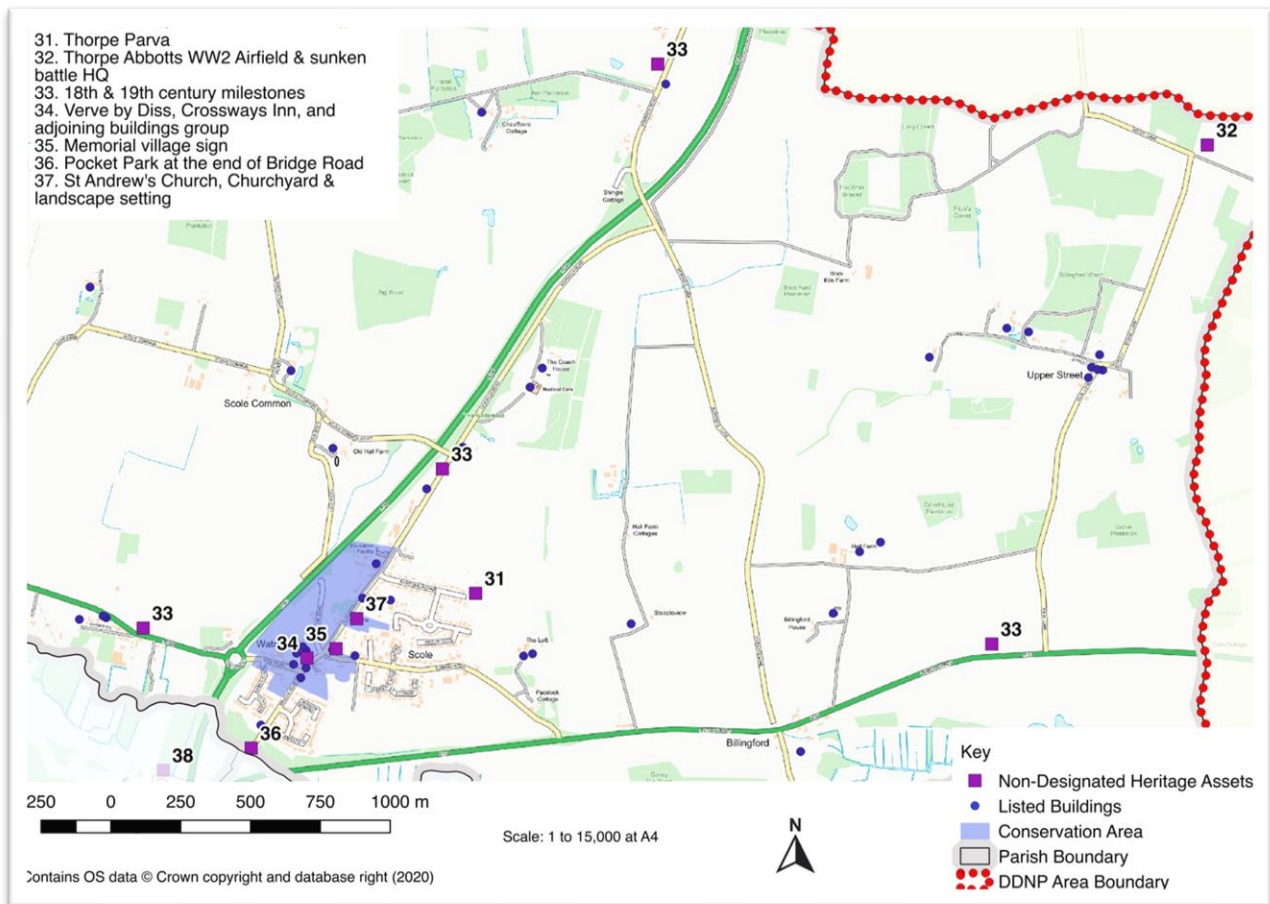
Palgrave Non-Designated Heritage Assets



Map 29: NDHAs, Palgrave

- **Wortham Common/Ling:** Undeveloped and untended land running south of the River Waveney, part of extensive area of varying depth running the full 'Palgrave length' of the River Waveney.
- **Land and buildings either side of Lion Road/Rose Lane, Priory Road and continuation of Lowe's Lane:** Centre of village around church and in landscaped setting, containing 17 listed buildings combined with all other surrounding buildings to form a cohesive heritage group setting.

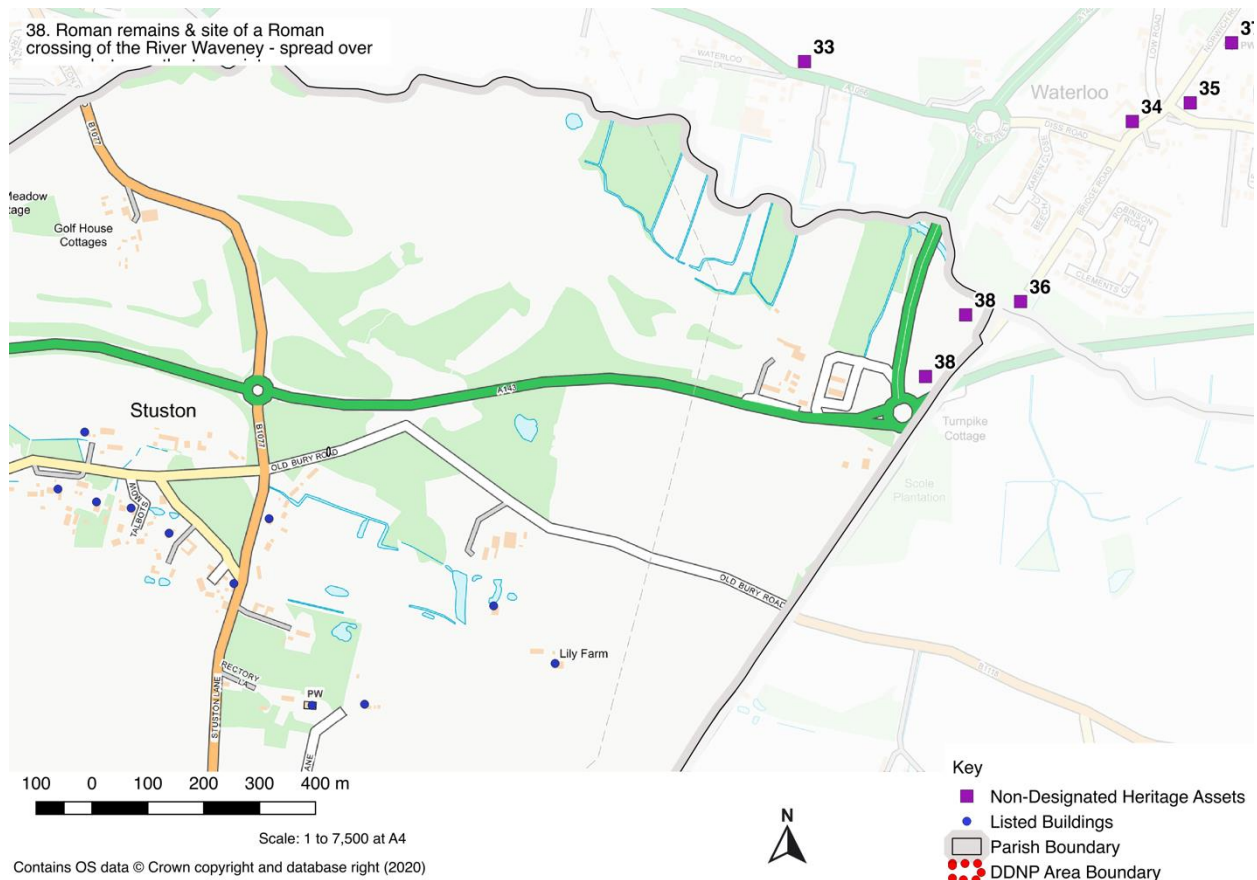
Scole Non-Designated Heritage Assets



Map 30: NDHAs, Scole

- **Thorpe Parva:** Mentioned in Domesday book, remnants moated wall and remaining church tower converted to dovecot.
- **Thorpe Abbots WWII Airfield and sunken battle HQ:** Headquarters of US Army Air Force 100th Bombing Group, World War II. Control tower and adjacent buildings remaining with Pickett Hamilton 3 man 'pressure' Fort consisting of two retractable interlocking precast pipes. Museum and Memorial to the 'Bloody 100th'.
- **18th and 19th century milestone markers:** Two of the 14 remaining 18th century milestones of the 1768-69 Norwich to Scole Turnpike, 'disturnpiked' in 1874, and two of the remaining milestones on the Beccles to Scole Road, possibly an extension of the Yarmouth to Blythburgh turnpike.
- **Memorial and village sign in landscape setting:** Juxtaposition of sign, memorial and setting provides a focus with historic meaning.
- **Pocket Park at end of Bridge Road:** Historically important as location of original ford crossing and likely centre of Roman settlement.
- **St Andrews Church, churchyard and landscaping:** Church and trees with surrounding graveyard raised above street level form strong sense of place and setting.

Stuston Non-Designated Heritage Assets



Map 31: NDHAs, Stuston

- **Roman remains and site of a Roman river crossing:** Evidence of foundations to a Roman camp, bridge or ford. Site of a Roman road crossing the River Waveney and Villa Faustini.

Policy 14: Designated and Non-Designated Heritage Assets

Policy 14: Designated and Non-Designated Heritage Assets

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

Development affecting listed buildings should not harm the significance of the heritage asset and should preserve its character and appearance. It should be considered in accordance with national planning guidance.

The non-designated heritage assets listed in **Maps 26 to 31** have considerable local significance. Development proposals should avoid harm to these heritage assets and have regard to their character, important features, setting and relationship with surrounding buildings or uses. Any development proposals that affect these assets or their setting will need to demonstrate that they do not harm, or have minimised harm, to the significance

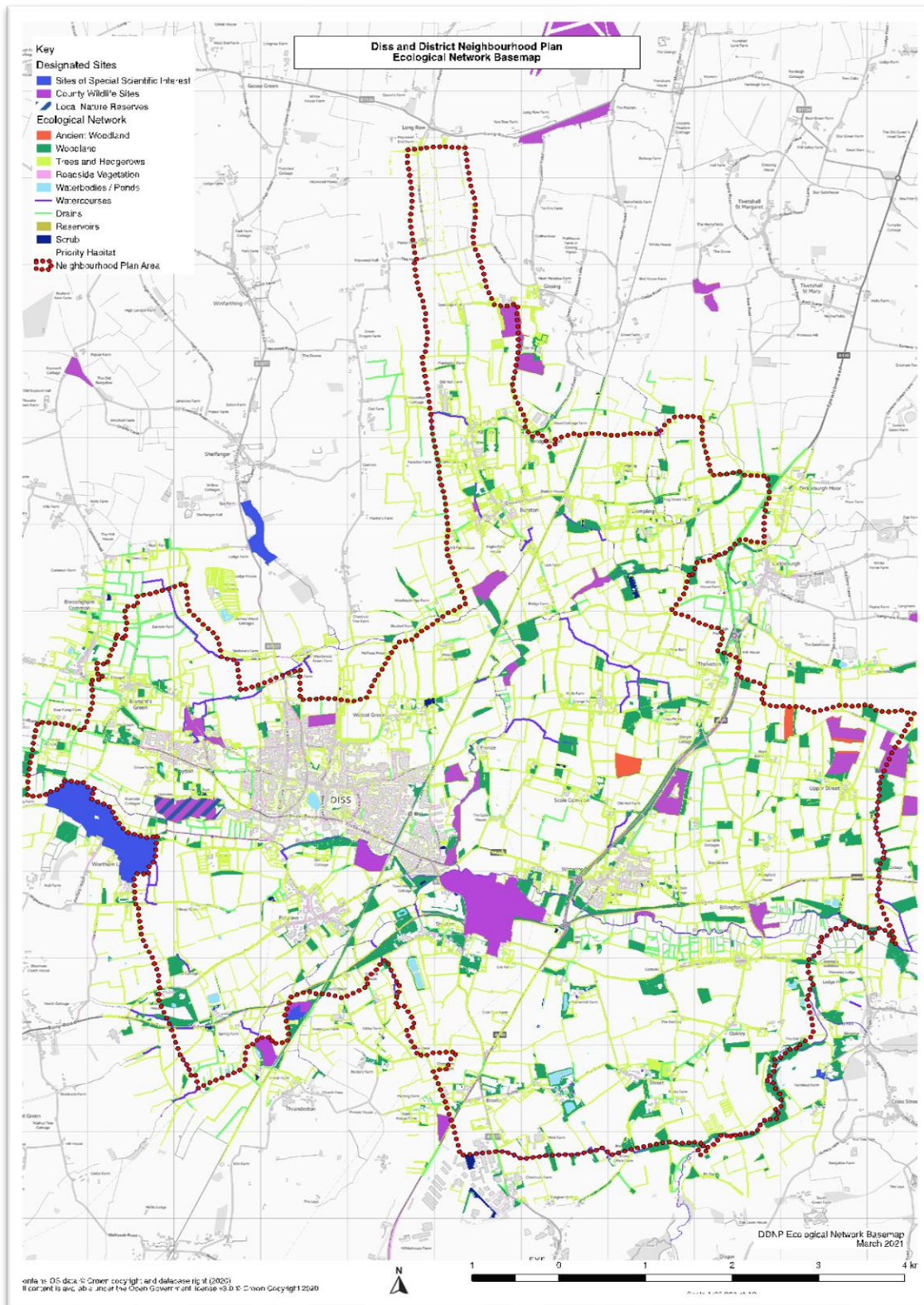
of the asset, and should make clear the public benefits that the proposal would deliver so that any harm to the asset's significance or setting can be weighed against the benefits.

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

Proposals that are adjacent non-designated assets should demonstrate that consideration has been given to preserving:

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

12 APPENDIX A: ECOLOGICAL NETWORK BASEMAP



Map 32: Ecological Network Basemap

13 ACKNOWLEDGEMENT AND THANKS

A neighbourhood plan as complex as the DDNP is one that requires significant input from a wide range of individuals. The steering group, members listed below, would like to extend their sincere thanks and appreciation to the members of the working group: Mr B Falk, Mr J Bootman, Mr R Pither and Mr T Holt-Wilson for volunteering their time, expertise and effort to research the wealth of information included in the three evidence documents on important views, local green spaces and non-designated heritage assets. The Town and Parish Councils and their Clerks also played a vital part in getting to this stage, and their input, support and assistance is also very much appreciated.

The steering group would also like to thank the many local residents and businesses who participated in the community consultations and gave their time, and their feedback, as the Plan took shape.

The DDNP Steering Group

Chair: Mr David Burn

Representatives:

Diss: Mr Eric Taylor, Mr Simon Olander and Mr Dave Poulter

Roydon: Mr Paul Curson, Ms Jane Jennifer and Mr Trevor Ault

Palgrave: Ms Becs Dingle and Mrs Sharon Cousins-Clarke

Scole: Mr Graham Moore, Mrs Corrine Moore and Mrs Dola Ward

Brome & Oakley: Mrs Alison Wakeham

Burston & Shimpling: Mr Roger Broughton and Ms Ursula Halton

Stuston: Mr Roger Greenacre and Mr Steve Leigh



If you see anything typographically amiss in this document or factually incorrect, you are invited to email the project officer: contact@ddnp.info

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