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The Greater Norwich Local Plan Planning Policy Team

28 February 2020

DISS (including parts of Roydon) GNLP consultation January 2020

Dear Sirs

Thank for giving us the opportunity to consult on your proposals for the sites in the Diss area.

The Town Council has been working with the Diss and District Neighbourhood Plan Steering Group comprising the parishes of Brome and Oakley, Burston and Shimpling, Diss, Palgrave, Roydon, Scole and Stuston on the emerging plan, which we expect to consult on later this year. In addition, we have worked with consultants AECOM who have advised and helped us develop our evidence base on ***Housing Needs, Design and Design Codes*** and also ***Site Assessment***. It was interesting to note that AECOM considered all the Diss and District Neighbourhood Plan area to be rural in nature, a fact they felt should be fully considered in the site densities we allow.

Whilst we agree with most of your recommendations for the sites in the Diss area, there are a few we would like to consult further on. All the **GNLP** sites were discussed in Council on 19th February 2020 and all our recommendations were approved unanimously (copy attached). Below we briefly comment on those policies we wish to consult further with you on.

- 1. Policy GNLP0102 Frontier Agricultural Ltd, Sandy Lane, Diss (approx. 3.61 ha) is allocated for high density residential development. The site is likely to accommodate at least 200 homes, 33% of which will be affordable**

Diss Town Council consider the site is unsuitable for the following reasons:

- a) This site is in the middle of an employment area and as such is best suited to employment, a fact confirmed by the Diss and District Neighbourhood Plan consultants AECOM when conducting their site assessments. We are also very concerned that with a minimum of 743 new homes planned over the next 18 years we need to retain and indeed expand our employment land otherwise we risk becoming a dormitory town with many more jobs being located outside of Diss.

- b) The site is unsuitable for high density development. Diss housing density on new developments is usually around 30 homes/ha and in fact AECOM recommend a figure of 25 homes per ha in mainly rural settings such as Diss. This proposal would have a density of over 60 homes/ha, more than double that of any other location in Diss. The site is also isolated from other housing areas in Diss.
- c) Residential development in this location would have major highway constraints. We estimate that at least 50% and up to 70% of road traffic would turn left and travel under the railway bridge and along Frenze Hall Lane to access schools, the town centre and supermarkets. In addition, almost all foot traffic and cycle movements would travel into Diss via Sandy Lane and Frenze Hall Lane (or Walcot Green).
- In the first GNLP consultation, documents referencing other nearby sites it was acknowledged by the GNLP that they would not want to increase the traffic volumes significantly on Frenze Hall Lane and this proposal would most certainly do this. This was also confirmed by Highways on a past planning application.
 - Whilst we accept that the road can be improved to give a width of 5.5m plus a 2m wide footway adjacent to any proposed build, this does nothing to address the major pinch point that exists on Sandy Lane between the proposed development and the traffic light controlled single direction travel under the railway bridge. Sandy Lane is very narrow between the proposed site and the bridge bordered on one side by the fence to the railway line and on the other side by a drainage ditch and mature trees. After constructing a 2m footway all the way to the railway bridge we would end up with a road width of less than 4m in the 60 or 70m back from the railway bridge towards the proposed development would be unsafe and not allow two vehicles to pass each other. In our opinion, it is also very unlikely that Sandy Lane Road could be realigned to give sufficient width for two-way traffic together with adequate footway/cycleways.
 - Frenze Hall Lane is already very busy due to the near completion of the Harrier Way development, and with other planned developments, it is estimated there would be a further 500 to 700 traffic movements along Frenze Hall Lane daily particularly on school days, and that the road would need major improvements to aid increased traffic flow.
 - There would also be a significant increase in traffic using the Sawmills Road/ A1066 junction which would require road improvements to aid flow on/off Victoria Road.

2. Policy DIS 2 Land off Park Road Diss (existing allocation in local plan in 2015).

Diss Town Council agree with your proposal for **DIS 2** which is an existing allocation in the local plan from 2015 and will form part of the new local plan.

However, **DIS 2 together with DIS 7** (combined area 6.81 ha) is currently being assessed for feasibility by both Norfolk County Council and South Norfolk Council as a possible site for a new Leisure Centre and possible business hub. They are due to report back to us on this in March 2020. It is also seen by the Town Council as a site that could possibly accommodate more housing as well as delivering open green space and riverside walks. This combined site is one of 3 sites currently being assessed for the new leisure centre.

We have attached a sketch of an earlier layout for the combined site which was produced for all the stakeholders.

3. GNLP0341 Land between Shelfanger Road and Mount Street, Diss (now reasonable alternative.)

We were surprised to see the site recommendation has been changed from unsuitable to a reasonable alternative. This greenfield site is identified as an important open space in the South Norfolk Local Plan. It is also recognised by Norfolk County Council as an Historic Environment Site NHER 33463.

The site is a very historic open space within the Conservation Area, with strong historic links to 60 Mount Street (the only detached landscape park in Norfolk) and other listed buildings.

We agree with the initial GNLP conclusion that development would clearly adversely affect the openness of the area.

Diss Town Council would not support development on this site and the loss of any of this historic important open space.

Whilst we understand that the GNLP has arranged a public consultation at the Corn Hall on 3rd March, we feel much more could be achieved if the Town Council could meet with your GNLP policy team and expand the brief points outlined above. A face to face meeting would allow us to do this and also discuss the various options with you.

We look forward to meeting with you.

Please acknowledge receipt of this document.

Yours Sincerely,

Miss Sarah Richards
Town Clerk

Greater Norwich Local Plan

Diss is identified as a Main Town in the Greater Norwich Local Plan (GNLP), with a wide range of services and facilities available. In early January 2020, the GNLP issued their consultation document for Diss (including parts of Roydon) and followed it up with a pre consultation briefing at South Norfolk Council offices on 23rd January 2020 attended by councillors Olander and Taylor.

Their strategy is to deliver 44,500 new homes in Norfolk between 2018 and 2038. There are two sites identified as preferred options in Diss providing for 400 new homes. There are three carried forward allocations providing for 87 new homes and a total of 256 additional dwellings with planning permission. This gives a total deliverable housing commitment for Diss (including part of Roydon) of 743 homes between 2018 – 2038.

There will be a separate 'village clusters housing sites allocation plan', which will be produced by South Norfolk Council. These will include Burston and Shimpling, Scole and Roydon from within the Diss & District Neighbourhood Plan group where there will also be another call for sites.

The consultation period runs until 16th March 2020 and as there is only one chance to get this right, the Council's Neighbourhood Plan sub-group have put forward this item for discussion at this meeting to gauge support for views on the various options presented. The GNLP has arranged a public consultation at the Corn Hall on 3rd March.

The sites in Diss and parts of Roydon have been ranked by the GNLP as either preferred allocations, reasonable alternatives or unsuitable sites. In addition, they also list sites that are to be carried forward from the previous local plan, which were allocated in 2015 but have yet to be developed.

1. The most contentious of the sites is preferred allocation, Policy GNLP0102 Frontier Agricultural Ltd, Sandy Lane, Diss (approx. 3.61 ha), which is allocated for high density residential development. The site is likely to accommodate at least 200 homes, 33% of which will be affordable.

Comments by the Council's Neighbourhood Plan (DTCNP) sub-group:

- a) This site is in the middle of an employment area and as such is best suited to employment, a fact confirmed by the Diss and District Neighbourhood Plan consultants AECOM when conducting their site assessments. We are also very concerned that with a minimum of 743 new homes planned over the next 18 years we need to retain and indeed expand our employment land otherwise we risk becoming a dormitory town with many more jobs being located outside of Diss.
- b) The site is unsuitable for high density development. Diss housing density on new developments is usually around 30 homes per ha and in fact AECOM recommend a figure of 25 homes per ha in mainly rural settings such as Diss. This proposal would have a density of over 60 homes/ha, more than double that of any other location in Diss. The site is also isolated from other housing areas in Diss.
- c) Residential development in this location would have major highway constraints. We estimate that at least 50% and up to 70% of road traffic would turn left and travel under the railway bridge and along Frenze Hall Lane to access schools,

the town centre and supermarkets. In addition, almost all foot traffic and cycle movements would travel into Diss via Sandy Lane and Frenze Hall Lane (or Walcot Green).

- In the earlier GNLP consultation documents referencing other nearby sites, it was acknowledged by the GNLP that they would not want to increase the traffic volumes significantly on Frenze Hall Lane and this proposal would most certainly do this. This was also confirmed by Highways on a past planning application.
- Whilst, it is accepted that the road could be improved to give a width of 5.5m plus a 2m wide footway adjacent to any proposed build. this does nothing to address the major pinch point that exists on Sandy Lane between the proposed development and the traffic light controlled single direction travel under the railway bridge. Sandy Lane is very narrow between the proposed site and the bridge bordered on one side by the fence to the railway line and on the other side with a drainage ditch and mature trees. After constructing a 2m footway all the way to the railway bridge, we would end up with a road width of less than 4m in the 60m or 70m back from the railway bridge towards the proposed development, which would be unsafe given the predicted traffic volume.

It is very unlikely that Sandy Lane Road could be realigned to give sufficient width for two-way traffic together with adequate footway/cycleways.

- Frenze Hall Lane is already very busy due to the near completion of the Harrier Way development. It is estimated there would be a further 500 to 700 traffic movements along Frenze Hall Lane daily particularly on school days and would need major improvements to aid increased traffic flow.
- There would also be a significant increase in traffic using the Sawmills Road/ A1066 junction, which would require road improvements to aid flow on/off Victoria Road.

<p>Recommendation: That Diss Town Council consult with GNLP with a view to retaining this site for employment.</p>

2. POLICY GNLP0250/0342/0119/0291, land north of the Cemetery, west of Shelfanger Road and East of Heywood Road, Diss (approx. 8.91 ha) is allocated for residential development. The site is likely to accommodate at least 200 homes, 33% of which will be affordable.

The GNLP said this combination of sites is preferred for allocation as they are well related in form and character terms to the existing built up area of Diss and would enable the provision of a link road to connect Heywood Road and Shelfanger Road, which may alleviate some existing traffic problems.

Comments by DTCNP sub-group members:

We agreed with the GNLP especially as this was an area they were already looking at. It was seen as an option that gives a west to east link road connecting Shelfanger Road to

Heywood Road and that it would help alleviate traffic pressures in the north of the town especially on roads such as Sunnyside. We were also pleased to see the GNLP recognised our earlier submissions about the need to expand the cemetery.

Recommendation: That Diss Town Council support this preferred GNLP option.

3. Policy DIS 1 (GNLP0185) Land north of Vince's Road 1.18 ha and to the south of Prince William Way will accommodate approximately 35 homes.

Comments by DTCNP sub-group members:

This is existing allocation from the local plan in 2015 and is carried forward to the new plan. This is subject to an acceptable design and layout being achieved including delivering an access to site from Frenze Hall Lane.

Existing allocation for noting only

4. POLICY DIS 2 Land off Park Road, Diss (approx. 4.6 ha) is allocated for open space and residential development. This will accommodate approximately 10 homes.

The GNLP said that by providing a small number of homes sufficient, it would enable the rest of the site to deliver open space, natural green space 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 must be closely related to each other. These homes must be designed and sited sensitively to reflect their position in the river valley

Comments by DTCNP sub-group members:

This is an existing allocation in the local plan in 2015 and will form part of the new local plan.

However, we are already in discussions with both Norfolk County Council and South Norfolk Council about combining **DIS 2 with DIS 7** (combined area 6.81 ha) to use as the site of a new Leisure Centre and a possible business hub, together with delivering more housing, open green space and riverside walks. It would also enable us to improve the walking and cycling connectivity between Diss and Palgrave. This is currently being assessed for feasibility by both Norfolk County Council and South Norfolk Council. They are due to report back on this in March 2020.

Recommendation: Diss Town Council continue to look at developing this combined site for health, leisure and housing.

5. POLICY DIS 3 Land off Denmark Lane, Roydon, Diss (approx. 1.6 ha) is allocated for residential development. This will accommodate approximately 42 homes.

Comments by DTCNP sub-group members:

This is an existing allocation in the local plan in 2015 and will form part of the new local plan.

A figure of less than 42 homes may be more appropriate as there is a requirement for a 10m landscape belt on the western boundary.

Existing allocation for noting only

6. POLICY DIS 8 Land at Station Road/Nelson Road, Diss (approx. 2.89 ha) is allocated for employment uses in Class B1.

Comments by DTCNP sub-group members:

This is an existing allocation in the local plan in 2015 and will form part of the new local plan. The old coal yard has already been developed as a car park for railway users and the Town Council has had pre-planning discussions with a developer wishing to build independent living flats for the elderly on the remainder of the site.

Existing allocation for noting only

7. POLICY DIS 9 Land at Sandy Lane (north of Diss Business Park), Diss (approx. 4.22 ha) is allocated for employment uses un Classes B2 and B8.

Comments by DTCNP sub-group members:

This is an existing allocation in the local plan in 2015 and will form part of the new local plan.

Existing allocation for noting only

8. GNLP0341 Land between Shelfanger Road and Mount Street, Diss. (approx. 3.21 ha)

The GNLP considers this site to be a reasonable alternative if additional growth is needed in the towns, as it is centrally located with good access to services and facilities. It is not preferred for allocation at the current time as it is identified as an important open space in the South Norfolk Local Plan. A proposed scheme suggests a small number of residential units and opening up and enhancing the currently inaccessible site for public access.

Comments by DTCNP sub-group members:

We were surprised to see the site recommendation has been changed from unsuitable to a reasonable alternative.

This greenfield site is identified as an important open space in the South Norfolk Local Plan. It is also recognised by Norfolk County Council as an Historic Environment Site NHER 33463.

It was originally put forward to the GNLP for 35 retirement living units, 5 dwellings and Health Centre expansion. However later plans were for 24 high end retirement bungalows.

The site is a very historic open space within the Conservation Area, with strong historic links to 60 Mount Street (the only detached landscape park in Norfolk) and other listed buildings.

Last year another important open space, 22A St Nicholas Street was approved for development despite a large number of objections from traders and residents. In the case of Parish Fields, there has been even more opposition on social media and over the past year

a petition against the development running to more than 1500 signatures has been produced.

We agree with the initial GNLP conclusion that development would clearly adversely affect the openness of the area.

Recommendation: Diss Town Council will not support the development of this site and the resultant loss of any of this historic important open space.

9. GNLP1045 Land west of Nelson Road and east of Station Road 0.94 ha residential unspecified number (now reasonable alternative).

Comments by DTCNP sub-group members:

This site is currently allocated for employment as part of the current DIS 8 in the local plan. The promoter is now suggesting the site for residential use. The site is adjacent to the current Ensign Way estate.

This proposal could be supported providing the density of development was no more than that on the adjacent estate i.e. 25/30 homes/ha.

Recommendation: Diss Town Council would support the change of use to residential providing the density of development is no more than that of the adjacent estate.

10. GNLP0362 Land at Sturgeons Farm, off Farm Close, Louise Lane, Shelfanger Road. 13.81 ha for residential use of approx. 413 dwellings.

Although this site is adjacent to the existing settlement limit for Diss with safe pedestrian routes to schools in both Roydon and Diss, it is considered to be an unsuitable site for allocation because residential development in this location would extend Diss further into the open countryside with consequential landscape impacts.

Rated unsuitable by GNLP for noting only

11. GNLP0599 Land off Walcot Road, Walcot Green, Diss. 3.29 ha residential (unspecified number).

This site is not considered to be suitable for allocation due to highways constraints. Residential development in this location would require road realignment and widening that does not appear achievable, along with provision of a footway at Walcot Road to the west. Development of this site would impact on the river valley and lead to an erosion of rural character.

Rated unsuitable by GNLP for noting only

12. GNLP0606 Boundary Farm, Shelfanger Road, Heywood 3.00ha residential (unspecified number).

This site is not considered to be suitable for allocation as there is no safe walking route to schools in Diss and residential development in this location would extend the built-up area of

Diss further into the open countryside with consequential landscape impacts. Nearly half the site is at risk of surface water flooding, which would significantly affect the developable area.

Rated unsuitable by GNL P for noting only

13. GNL P1003 The Grange, Walcot Green, Diss 2.02 ha residential (unspecified number)

This site is not considered to be suitable for allocation as there is no safe walking route to local primary schools and no likelihood of being able to provide one. Residential development in this location would not be well related to the services and facilities in Diss and would extend the built-up area further into open countryside with consequential landscape impacts.

Rated unsuitable by the GNL P for noting only

14. GNL P1038 Land North of Brewer Green Lane, Roydon 1.06 ha residential development 8/12 dwellings.

This site is not considered to be suitable for allocation as it is separated from the existing settlement limit by Diss Town Football Club. Roads in the vicinity of the site are narrow and there is no safe walking route to schools in either Roydon or Diss.

Rated unsuitable by the GNL P for noting only

15. GNL P1044 Land north of Frenze Hall Lane and west of Walcot Green. 10.95 ha residential (unspecified number)

This site is not considered to be suitable for allocation due to highways constraints. Development would require Walcot Green to be widened to a minimum of 5.5 metres along with provision of a 2-metre wide footway between the access and Frenze Hall Lane and this does not appear achievable due to land constraints at the southern end of the road. Residential development in this location would also extend the built-up area of Diss further into the open countryside with consequential landscape impacts.

Rated unsuitable by the GNL P for noting only

16. GNL P2104 Land west of Shelfanger Road (part in Roydon, part in Heywood) 50.51 ha Residential (unspecified number)

This site is not considered to be suitable for allocation because if it was developed in its entirety, it would be too large for the scale of development needed in Diss. Consideration was given to whether a smaller section towards the southern end of the site may be more acceptable but there are concerns about achieving satisfactory vehicular and pedestrian access.

Rated unsuitable by the GNLN for noting only

17. GNLN2067 Victoria Road, Diss. 0.42 ha repair and retail warehouse, business and offices

The site is not preferred for allocation as it is subject to flood risk constraints and it is considered that there is already sufficient employment land allocated in Diss in the current South Norfolk Local Plan still to be developed.

Not a preferred allocation for noting only





18. GNLN0104 and GNLN0112

GNLN comment:

At 0.48ha and 0.23ha respectively these sites were deemed to be too small to consider for allocation (the threshold was sites larger than 0.5ha), which is why they don't appear in the Diss settlement chapter. There is a possibility that they could be considered as settlement boundary extensions and consideration will be given to an appraisal of settlement boundaries at the next stage of the plan.

For noting only

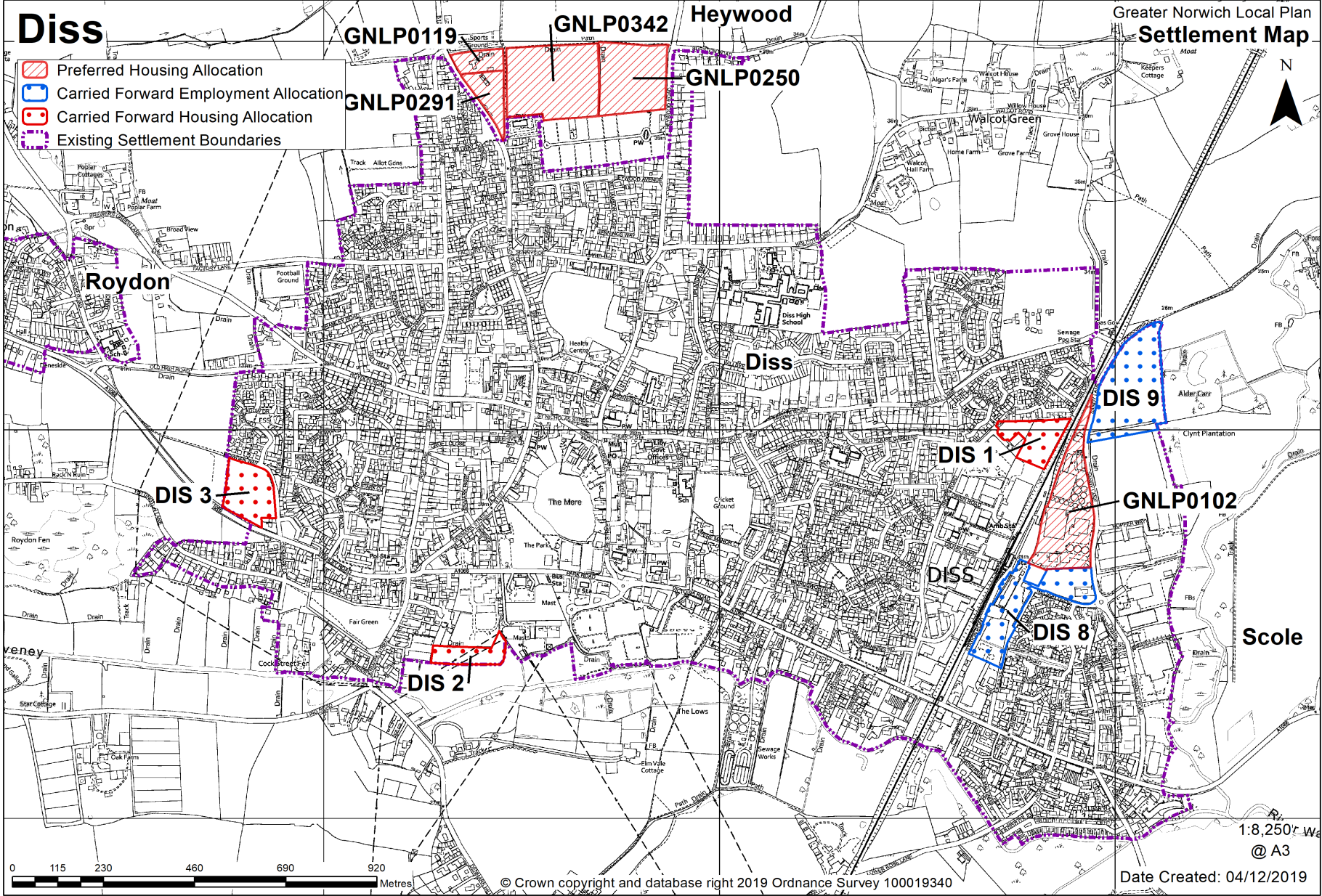
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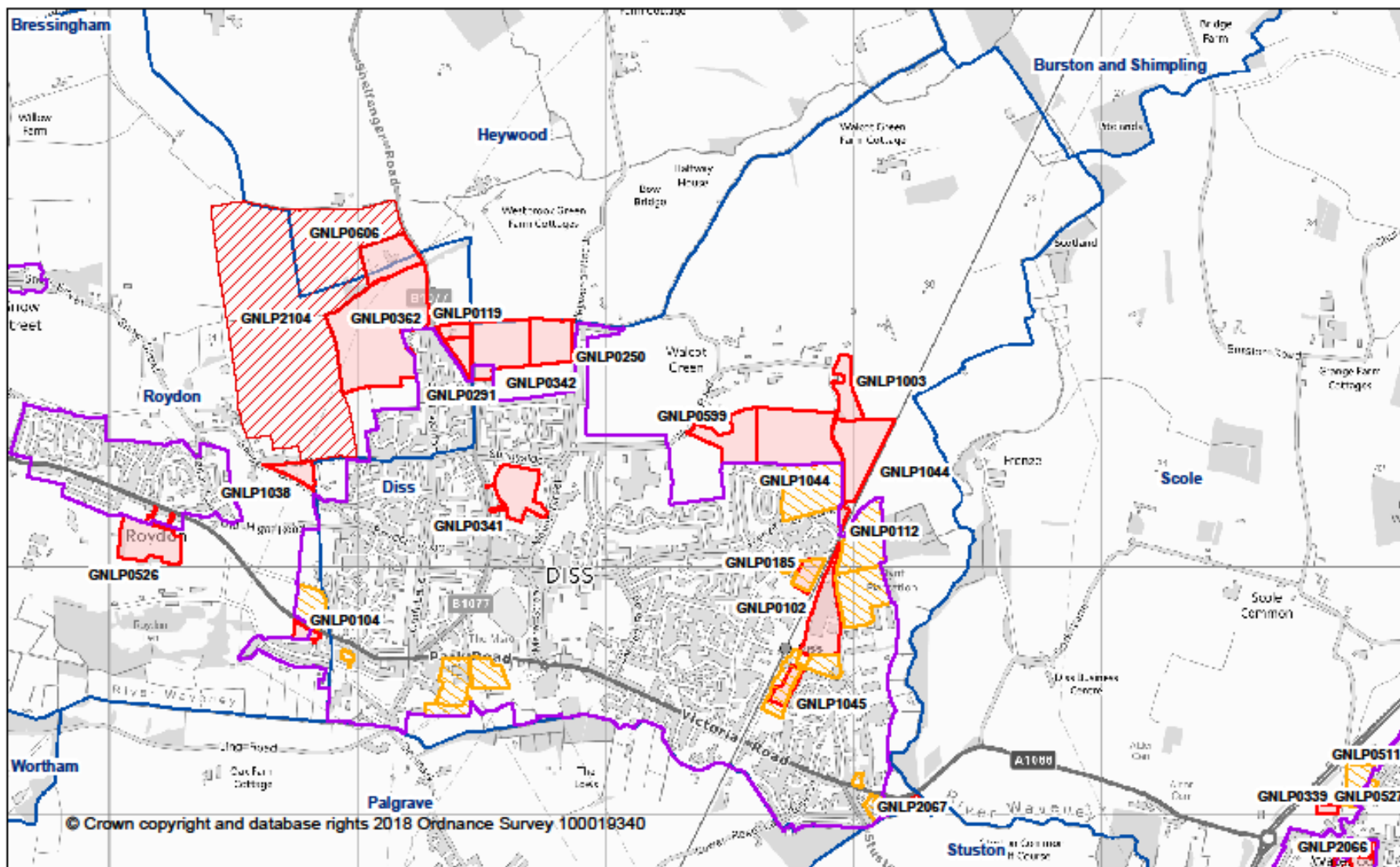
-  Preferred Housing Allocation
-  Carried Forward Employment Allocation
-  Carried Forward Housing Allocation
-  Existing Settlement Boundaries

GNLP0119 GNLP0342 Heywood

GNLP0291 GNLP0250

Greater Norwich Local Plan Settlement Map












**Greater Norwich Local Plan
Regulation 18 Consultation**

This map was made by the Norfolk County Council Information Registration Team. gnl@norfolk.gov.uk

Diss CP

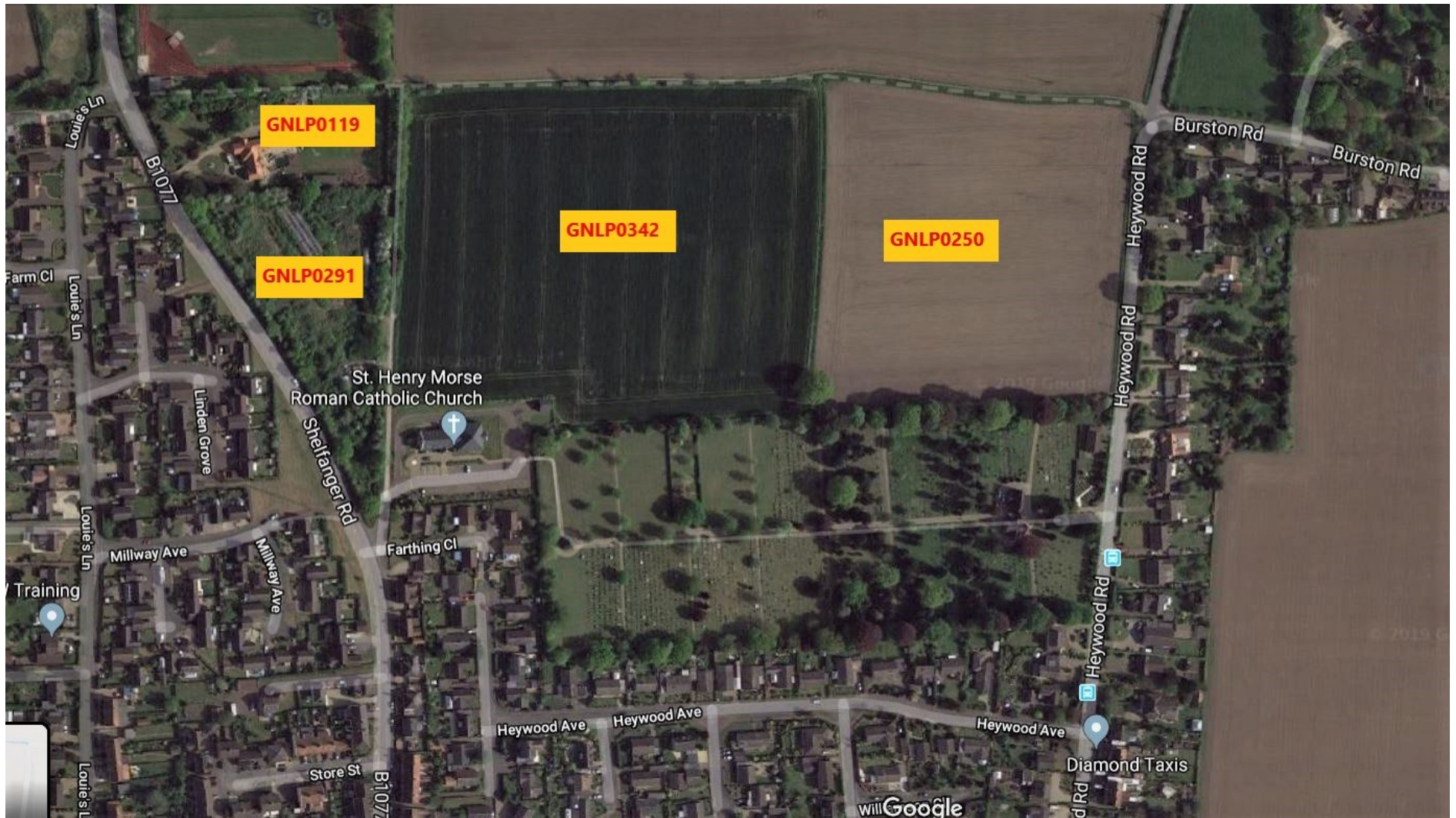
-  Proposed changes to settlement boundary
-  Sites submitted during Reg 18 stage
-  Sites submitted during call for sites
-  Commitments
-  Broads Authority Area
-  Parish Boundary
-  Settlement Boundaries

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DISS TOWN COUNCIL

DRAFT MINUTES

Minutes of the meeting of the **Infrastructure Committee** held in the Marriage Room at **Diss Town Council Offices** on **Wednesday 19th February 2020** at **7:15pm**.

Present: Councillors

D. Collins
M. Gingell
D. Poulter
A. Kitchen
E. Taylor
S. Olander (ex-officio)
J. Welch

In attendance: Miss Sarah Richards, Town Clerk
12 members of the public

INF0220/01 **APOLOGIES**
Apologies were received and accepted from Councillors Browne and Kiddie.

INF0220/02 **NOMINATION OF SUBSTITUTE REPRESENTATIVES**
There were none.

INF0220/03 **DECLARATIONS OF INTEREST¹ AND REQUESTS FOR DISPENSATIONS**
There were none.

INF0220/04 **MINUTES OF THE LAST MEETING**
It was

RESOLVED: That the minutes of the meeting of the Infrastructure Committee held on 18th December 2019 were confirmed and signed as a true record.

INF0220/05 **PUBLIC PARTICIPATION**
There were 12 members of the public present. Representatives of the Friends of Parish Fields spoke in favour of the committee's draft recommendation in its response to the Greater Norwich Local Plan not to support development on Parish Fields and retain it as important open space. It was noted that the petition against development of this site had now reached 2,645 signatures and that designating the area as open local space in the Diss & District Neighbourhood Plan is the next step. There were also Roydon Parish Council representatives in attendance given Diss' warding with Roydon as well as the D&DNP Steering Group Chair.

INF0220/06 **ITEMS OF URGENT BUSINESS**
There were none.

INF0220/07 **GREATER NORWICH LOCAL PLAN**
Councillors considered a response to the Greater Norwich Local Plan (GNLP) consultation drafted by the Council's Diss & District Neighbourhood Plan Sub-group for submission by 16th March 2020. It was noted that around 70% of the recommendations put forward by the Council in the last GNLP consultation in 2018, have been included in these GNLP proposals. There are 44,500 homes to be delivered across Norfolk up to 2038 with 400 new homes plus 343 carry over from the 2015 Local Plan for Diss & parts of Roydon.

1. Policy GNLP0102 Frontier Agriculture Ltd, Sandy Lane is allocated for high density residential development to accommodate at least 200 homes.

There was discussion about this land being best suited to employment supported by recommendations from the D&DNP consultants AECOM and to provide job opportunities for the increasing population. It was noted that the housing density proposed for this site is double that of any other location in Diss at over 60 homes per ha. Members also discussed the highway constraints of the location with the highway width insufficient to allow passing vehicles and a pedestrian / cycle footway between the site and the railway bridge, something confirmed by Norfolk County Council Highways on a past planning application.

It was noted that the Diss Network Improvement Strategy Plan and the developer contributions through Community Infrastructure Levy payment should help to alleviate some of the town's infrastructure needs given the increased population.

2. Policy GNLP0250 / 0342 / 0119 / 0291 land north of the Cemetery, west of Shelfanger Road and east of Heywood Road – allocated for residential development to accommodate at least 200 homes.

It was noted that these sites (two on the west side reside in Roydon) have been combined as they are well related in form and character terms to the existing built up area of Diss and would enable the provision of a link road to connect Heywood and Shelfanger Roads to alleviate traffic problems pressures in the north of the town especially on roads such as Sunnyside.

3. Policy DIS 1 (GNLP0185) Land north of Vinces Road is an existing allocation for 35 homes for noting only.
4. Policy DIS 2 Land off Park Road – allocated for open space and residential development for 10 homes.

It was noted that this is an existing allocation in the Local Plan and that the Town Council is in discussions with higher tier authorities about combining this site with DIS 7 to develop a new leisure centre and possibly business hub together with more housing, open green space & riverside walks. The results of current feasibility assessment are due out in March. There was discussion around the impact of climate change regarding development near to the river and it was noted that planning controls have increased to help mitigate this impact.

5. Policy DIS 3 Land off Denmark Lane, Roydon – existing allocation for residential development to accommodate 42 homes for noting only
6. Policy DIS 8 land at Station / Nelson Road – existing allocation for employment uses in Class B1 for noting only.
7. Policy DIS 9 land at Sandy Lane – existing allocation for employment uses in Classes B2 & B8 for noting only.
8. Policy GNLP 0341 land between Shelfanger Road and Mount Street (Parish Fields / Lawns)

It was noted that this site was previously rated as unsuitable and has been changed to a reasonable alternative if additional growth is needed in the towns due to its central location. Originally put forward for 35 retirement living units, 5 dwellings and Health Centre expansion, later plans were for 24 high end retirement bungalows.

However, this green field site is identified as an important open space in the Local Plan and is recognised by NCC as an Historic Environment Site. There has been considerable community support for retaining this open space (2,645 petition signatures) and AECOM's site assessment in December 2019 rated the site as unsuitable.

Members of the public were encouraged to comment on the planning considerations only, to work with the D&DNP Steering Group regarding the area's designation as local open space & reminded about the GNLP consultation event taking place at the Corn Hall on 3rd March.

It was noted that should an application be submitted for the site before GNLP takes effect, the Town Council would be obliged to consider it following due process. There was discussion regarding whether the owner could apply for permission regardless of its designation as local green space in the D&DNP.

9. GNLP1045 – land west of Nelson Road and east of Station Road – allocated for unspecified number of residential dwellings

This site is currently allocated for employment as part of the current DIS 8 in the Local Plan and the proposed change to residential use could be supported providing the density of the development is not more than that of the adjacent estate.

The remaining sites were noted only and there were no objections from members. It was

- RESOLVED:
1. To consult with the Greater Norwich Local Plan with a view to retaining Policy GNLPO102 Frontier Agricultural Ltd, Sandy Lane for employment.
 2. To support Policy GNLPO250 / 0342 / 0119 / 0291, land north of the Cemetery, west of Shelfanger Road and east of Heywood Road.
 3. To continue to look at developing the land off Park Road Policy DIS 2 with DIS 7 for health, leisure and housing.
 4. That Diss Town Council will not support the development of GNLPO341 Land between Shelfanger Road and Mount Street and the resultant loss of any of this historic important open space.
 5. To support the change of use of GNLPO1045 land west of Nelson Road and east of Station Road from employment to residential use providing the density of development is no more than that of the adjacent estate.
 6. To draft a cover letter to explain the Council's rationale to accompany the responses to the Greater Norwich Local Plan consultation.

(Action: Clerk / ET / SO; by 16.03.20)

INF0220/08 PROGRESS REPORT

Councillors noted progress on decisions made at the last meeting of Council related to the Infrastructure Committee. It was agreed that the naming of Wetherspoons would be added to the agenda for the meeting with the developer.

(Action: Clerk / ET / SO; by 06.03.20)

INF0220/09 MEMBER FORUM

Councillors considered information and issues relevant to this committee from members for brief discussion, action or inclusion on a future agenda. It was agreed that the minutes of the Diss Community Team meetings would be circulated to all members regarding proposals to support the decline of the town centre.

(Action: Clerk;immediately)

INF0220/10 DATE OF THE NEXT MEETING

To note that the next meeting of the Infrastructure Committee will be held on 22nd April 2020.

Meeting Closed at: 9.12pm.

Chairman: Councillor Olander

The Masterplan

The redevelopment of this site south of Park Road is an opportunity to strengthen and enhance the centre of Diss for residents and visitors. The townscape can be improved with the provision of new public open spaces connecting to the river valley. The viability of the historic shopping core can be strengthened by extending and connecting it to the uses south of Park Road. New housing, business and leisure use will have the opportunity to locate close to the town centre and close to the River Waveney

This masterplan is intended to show some of the possibilities for the site south of Park Road.

The barrier that is Park Road between Mere Park and the land south of the road can be removed by moving the road south and taking motor traffic off the existing route of the road. The existing road line can remain as a footpath and cycleway, with access for emergency vehicles only.

The character of the town centre can be extended. Next to a new bus station small shops with flats above overlook a new public place using existing mature trees as a focus. People can walk here from the town centre without crossing any traffic. Likewise anyone using the bus station can get to the town centre without having to cross traffic, so the town centre becomes more attractive and accessible to the bus and coach visitors.

Next to these new shops, facing north on to the park is a series of family townhouses. They would enjoy views of the park across to the Mere, and also provide valuable security against anti social behaviour by having windows overlooking the park. The houses could have railings out the front to give them formal front gardens and enhance the character of the park.

The other way for pedestrians to access the site from the park is west of the townhouses where another small public space is overlooked by the townhouses and a new office building. This office building forms the focal point of the main road approach from the west. It helps frame a new 'gateway' to the town at the new western roundabout. This roundabout is the focal point for a 'circus' around which buildings are placed. Other buildings might be a hotel, which would attract visitors to the town, or might be a use such as a residential care home. Both would be well placed for the town centre.

Moving into the site, pedestrians cross the new Park Road, which can be traffic calmed, and enter the main new public space which leads to the river valley.

On the western side are flats above small business units and restaurants, and live / work units-houses or flats with workshops or office space. The variety of uses can promote activity and encourage use throughout the week.

Moving south down the western side is more housing, which it is proposed are laid out in small blocks. The intention is to re-create the character of the attractive frontages such as the historic town centre and Fair Green, where the building layout is dense but there is a tremendous variety in appearance. This characteristic can be enhanced by different developers using different designers within the overall framework to provide a cohesive and interesting whole. The most southerly area of housing can be a site for exemplar sustainable housing, where the character of the site becomes dominated by the river valley rather than the town centre.

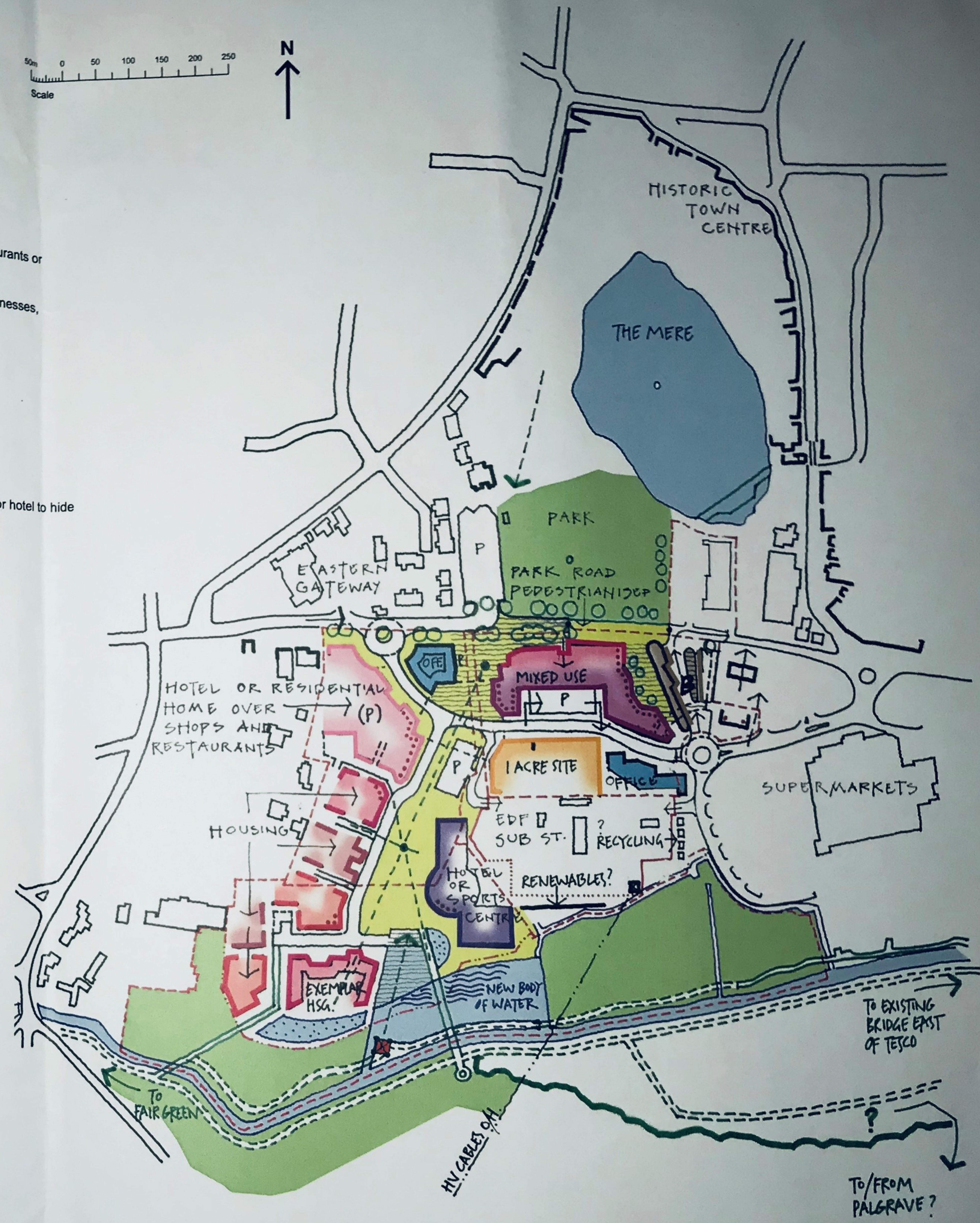
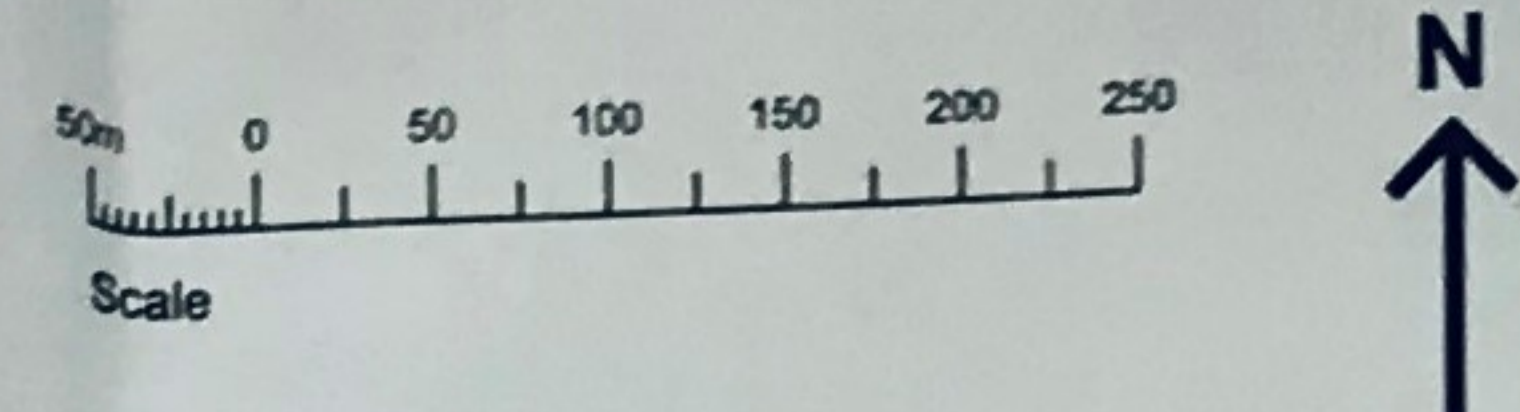
Across the main public space, on the eastern side it is proposed to have a larger building such as a leisure centre or an alternative site for a hotel which would hide the EDF substation. Either type of building could have a high quality restaurant with views over the river valley and over the main new public space. The swimming pool of a leisure centre could overlook the river valley which may have a new body of water created within it. This aquatic area might be for leisure use, for wildlife or for both. There may be the opportunity for a new footbridge across the river, and new riverside walks along both banks of the river.

However the river valley is used, it would be easily accessible by foot from the town centre.

North of the sub station, south of the diverted Park Road and facing on to the main public space can be a reasonably large building, such as a car showroom, which needs good road frontage. East of this facing on to the eastern roundabout could be an office building marking the entrance to the site.

This site is a tremendous opportunity. It has the potential to connect the town centre, the Mere Park and the valley of the River Waveney. This masterplan is intended to show how this might be achieved and how the development might feed in to and strengthen the town centre and the whole of Diss.

- INDICATIVE FRONTAGES
- PROTECTED TREES
- POSSIBLE RETAIL FRONTAGE / CORNER SHOPS
- P PUBLIC PARKING
- B PROPOSED LOCATION OF BUS STATION
- ~ SUDS (PONDS)
- - - EDGE OF FUNCTIONAL FLOODPLAIN
- == PATHS / CYCLE ROUTES
- Flats above small businesses. Restaurants or shops.
- Hotel or residential house above businesses, workshops or restaurants.
- New Housing.
- Green Open Space.
- Public Open Space.
- Large volume building sports centre or hotel to hide EDF substation.
- Large scale retail - Car showroom?
- Offices
- Bus Station



DISS



An Historic Market Town

South side of Park Road

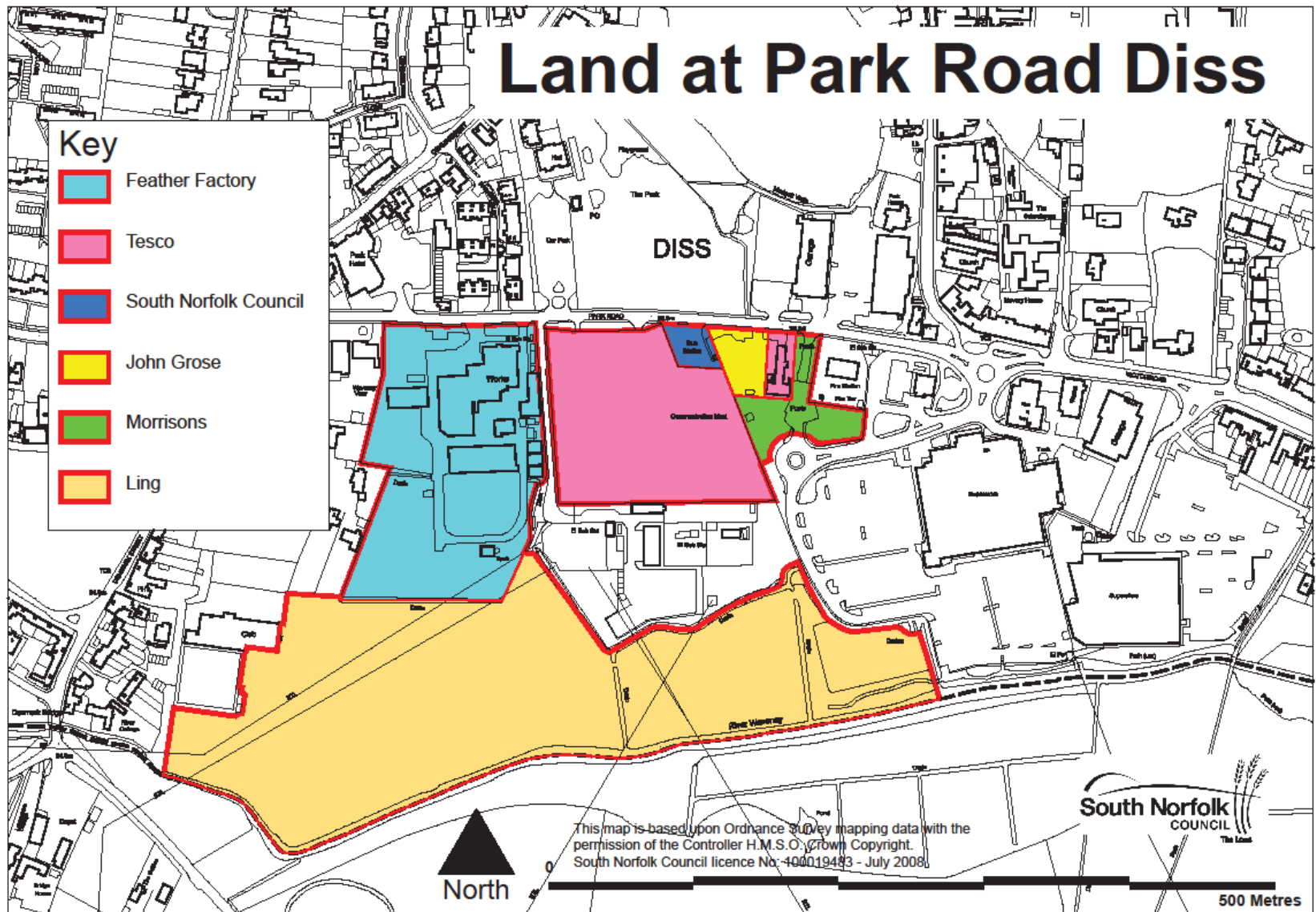
The present view across the site



South side of Park Road

- ... is strategically located adjacent to Diss Park and close to the town centre
- ... is crucial to the future economic prosperity of the town
- ... must be very carefully developed as an enhancement to the town

Plan of the Area



Aspirations



“The development of the whole area south of Park Road will sustain the economic and social vitality of Diss for future generations.”

The Town's Priorities

- A link between the River Waveney and the town centre via the Park
- Leisure provision including sports hall & bowling alley
- Community meeting facilities including youth &/or elderly cafe
- Car parking
- Redevelopment of the bus station
- A riverside walk
- A hotel
- Mixed development incl. first time buyer provision

N.B. This list is by no means exhaustive but comprises higher priorities for the site

Strengths

- Strong sense of community
- A town actively promoting a good quality of life
- Potential for this site to enhance the heart and soul of the town
- Diverse range of independent retailers



Weaknesses

- Traffic issues
- Current uses of the site no longer suitable for this part of town
- Underutilised part of the town
- Lack of funding for master plan
- Creates a poor perception on gateway to the Waveney Valley

Opportunities

- Promote partnership working to achieve the best outcome for the benefit of the town
- Improve traffic flow
- Enhance the visual attractiveness
- Meet the current and future needs of the population
- Encourage and improve tourism/visitors



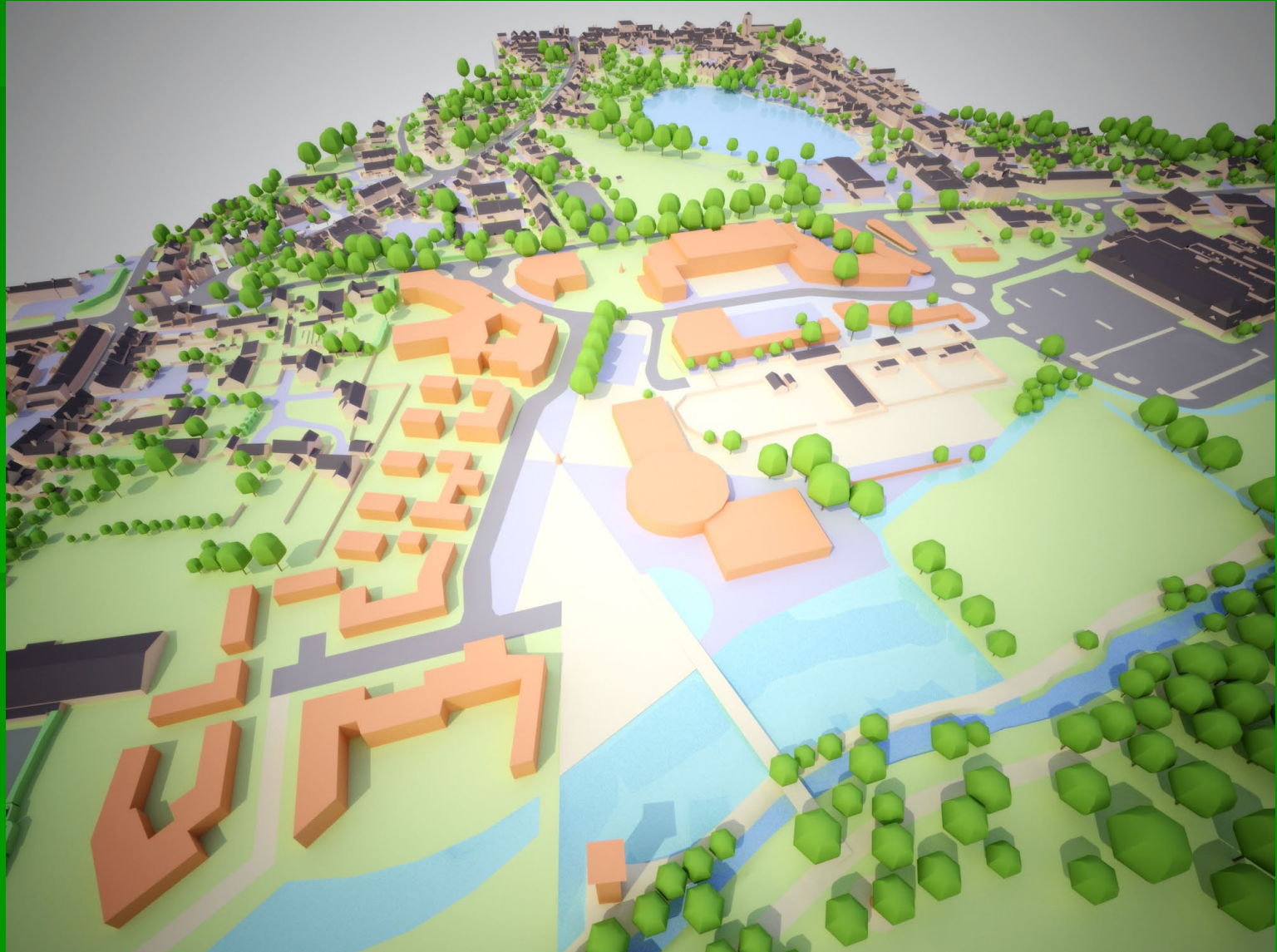
Threats

- Lack of forward planning
- Lack of infrastructure
- Lack of investment in the town
- Unsuitable development of the site/area
- Lack of a united vision for the site from all relevant parties
- Lack of community engagement
- Potential impact on existing businesses

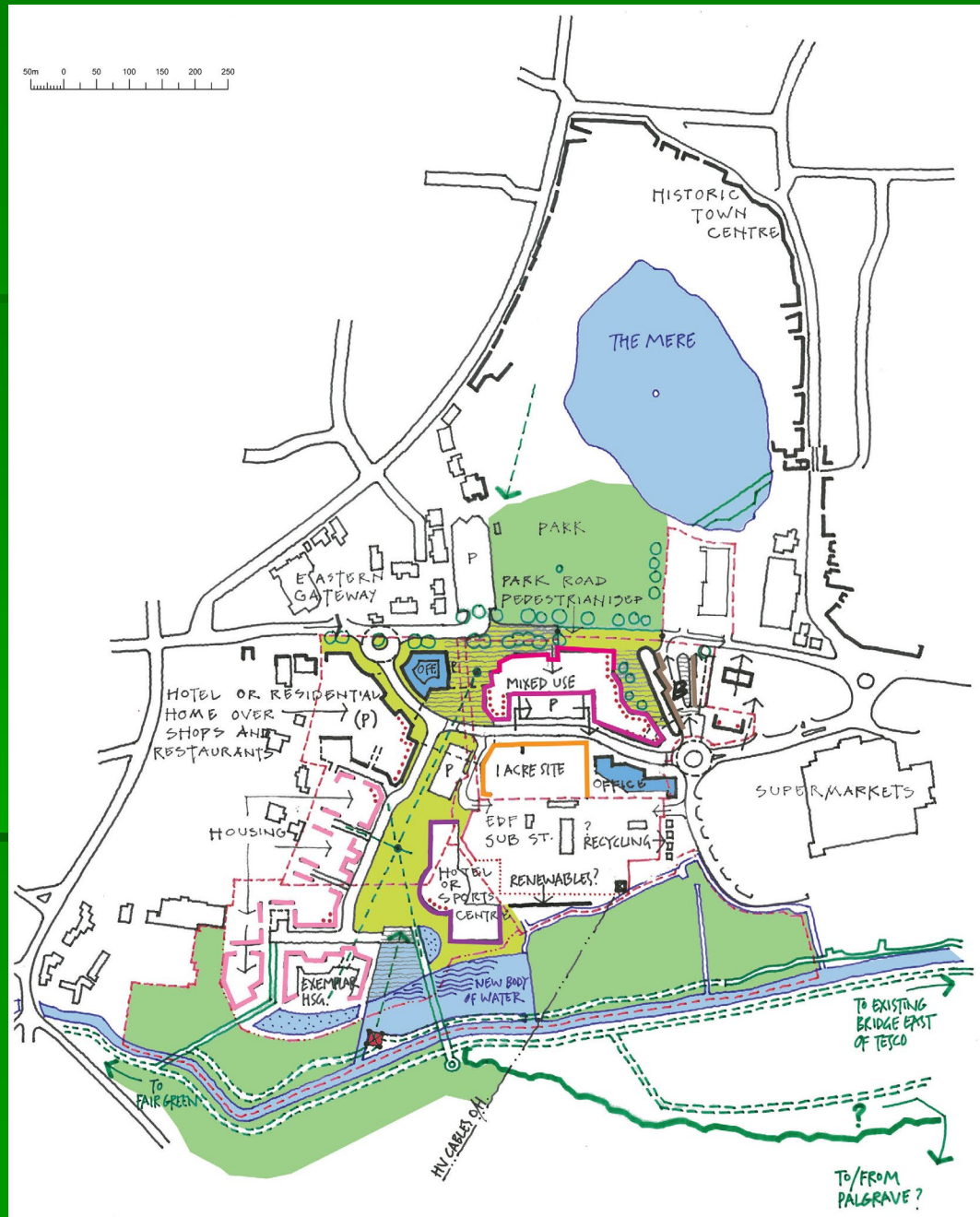
Current Planning Policy

- Scheme design takes into account adjacent Conservation Area
- Public access is allowed through to the riverside to the south. River corridor should be protected and buffered with habitat creation along the river. Include some natural green space such as trees, grassland, reedbeds
- Provide a small number of dwellings sufficient to enable the rest of the site to deliver open space and a riverside walk. These dwellings must be designed and sited sensitively to reflect their position in the river valley.
- Retail use is limited to non-food goods. Residential use is an integral part of a commercial development (with offices limited to Class A2). Provision of landscaping to screen the adjacent electricity sub-station

Artist Impression: Aerial View of the Site



Potential Masterplan



Conclusion

- The south side of Park Road needs to be carefully planned, consulted about and developed sympathetically to the needs of the town
- Any retail development needs to complement not compete with existing retailers.
- Any development should increase the attraction of the town and benefit the economy for all businesses.
- A realistic timeline for completion of the development of the whole area, specifically relevant to current planning policies.
- There needs to be a clear demonstration of commitment by developers to the needs of the town.