



Breckland Local Plan – Full Update

Regulation 18 Preferred Options

December 2025



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1 INTRODUCTION

1.1 Context

1.1.1 Gladman Developments Ltd. (Gladman) welcome the opportunity to comment on the Breckland Local Plan Regulation 18 consultation and request to be updated on future consultations and the progress of the Local Plan.

1.1.2 Gladman specialise in the promotion of strategic land for residential development and associated community infrastructure and have considerable experience in contributing to the development plan preparation process having made representations on numerous planning documents throughout the UK alongside participating in many Examinations in Public.

1.1.3 Gladman has land interests across Breckland, including a number of sites proposed for allocation for residential led development. These sites are:

- Land at Barkers Farm, Larling (SDA2);
- Land south of Norwich Road, Swaffham (SWA 6);
- Land south of Lopham Road, East Harling (HAR 1); and
- Land east of Buckenham Road, Attleborough.

1.1.4 We have provided further detail around how each of these sites are suitable, achievable and deliverable in Section 3.

2 DRAFT LOCAL PLAN

2.1 Background

2.1.1 The Breckland Local Plan Full Update consultation follows a lengthy period of uncertainty around the housing target for the District, originating from the previously adopted Full Local Plan.

2.1.2 The increase in housing need from the adopted Local Plan is significant and Gladman commend the Council in the speed that the outcomes of the new standard method have been grappled with. In a period of wider uncertainty around local government reorganisation and the introduction of a new plan making process, the Councils approach is refreshing.

2.1.3 As the promoters of a number of sites identified as draft allocations, including one of the largest sites identified in the plan Barkers Farm, Larling, Gladman are very supportive of the plan however there are a couple of policies that further clarity may be required.

2.1.4 The section that follows is in response to the proposed policies themselves.

2.2 Local Plan Vision and Objectives

2.2.1 Gladman support many of the objectives of the draft Local Plan, recognising the need for the planning system to respond to and reach an appropriate balance between the varying significant interests involved in plan preparation.

2.3 GEN 02: Parish Hierarchy and Spatial Development Strategy

2.3.1 Gladman support the broad spatial distribution directing a significant amount of development towards a number of Strategic Development Areas (SDA) and Sustainable Urban Extensions (SUE) at the Market Towns, complemented by proportionate growth to the Key Service Parishes, Primary Parishes, Secondary Parishes and Tertiary Parishes.

2.3.2 Such an approach is encouraged and supported by the NPPF which sets out in Paragraph 77 that the supply of a large number of new homes can often be best achieved through planning for large development such as new settlements such as Larling and East Tuddenham or significant extensions to existing villages and towns such as the plans proposed approach at Thetford, Swaffham and Watton.

2.3.3 In supporting this approach planning for an appropriate mix of sites is important, it is Gladman's experience that the greater the number of outlets the greater the delivery of housing therefore the proposed approach is supported. We therefore support the plans approach of favouring the larger developments, whilst not being entirely reliant upon them as there is a good balance of small and medium sites also identified.

2.4 GEN 03: Built Form

2.4.1 Gladman support the proposed defining of built form, although would disagree with the exclusion of recreational facilities from forming part of the built up area.

2.5 HOU 01: Breckland's Housing Requirement

2.5.1 Gladman support the use of the stock based standard method, as the basis for determining the minimum annual housing target. This results in 920 dwellings per annum, equal to 16,650 dwellings over the plan period.

2.5.2 This policy goes on to provide an additional 5%, and whilst such an approach is supported to account for any changes to the minimum housing target ahead of submission of the plan the actual reasoning for this is unclear and will require clarifying.

2.6 HOU 02: Distribution of Housing Development

2.6.1 Gladman are supportive of the distribution of development although suggest that the proposed level of development within the plan period may need to be kept under review up to the point of submission of the plan as expectations may be revised in response to comments received as part of this consultation.

2.7 HOU 03: Windfall Housing Policy

2.7.1 Gladman are very supportive of the principle of the windfall housing policy although do not think that the scale of such proposals should be limited as set out and should be supported where such growth would be proportionate.

2.7.2 For example, a 20-dwelling scheme in a tertiary parish is likely to have a greater proportionate impact than a larger scheme in a higher order settlement. By definition the higher order settlements have a greater level of services of facilities and are much more likely to absorb a windfall development sustainably.

2.8 HOU 04: Large Housing Site Development Principles

2.8.1 Gladman support the site principles as set out through this policy although suggest that reference to HOU11 may be beneficial to recognise that there is a level of flexibility afforded to the provision of self-build plots.

2.9 HOU 17: Water efficiency

2.10 This policy requires development to reduce water use per day to 85 litres per person per day (lppd). This is 25 litres below the minimum optional standard allowed for by planning policy and is being promoted by Anglian Water.

2.11 Reduction in water use is most effectively achieved through the application of building regulations and the optional technical standards which are clear as to the level of reduction the Government considers to be necessary in a water stressed area. As there is an existing national standard for such areas then the only sound approach is to apply that standard – which remains 110 lppd.

2.12 This may change, the Government are looking at a lower standard for water stressed areas but, in the meantime, the optional technical standards should be applied.

3 SITE SPECIFIC POLICIES

3.1 SDA2: Barkers Farm, Larling

- 3.1.1 Gladman are the promoters of Barkers Farm, Larling and fully support its identification within the plan for residential led development. A separate representation has been submitted for this site.

3.2 PROPOSAL SWA 6 (069): South of Norwich Road

- 3.2.1 Gladman are the promoters of land south of Norwich Road, Swaffham and fully support its identification within the plan for residential development.
- 3.2.2 We can confirm that the site is still available and have a signed promotion agreement with the landowners of the site. We are in the early stages of preparing a planning application to support the identification of the site as a draft allocation and are confident that a scheme that adheres to the policy requirements as set out can be delivered.
- 3.2.3 Gladman would agree with the identified trajectory that the entire site can be delivered within the plan period but would anticipate that development could start on the site in advance of the current suggestion of 2032/33 and could deliver at a faster rate than the anticipated rate of 30 dwellings per annum.

Years	Number of Dwellings
2027 – 2032	50
2033 – 2038	250
2039 – 2042	
After 2042	
TOTALS	300

- 3.2.4 We have previously provided a detailed submission setting out the suitability of the site which has been updated and included as Appendix 1.

3.3 PROPOSAL HAR 1 (212): Lopham Road

3.3.1 Gladman are the promoters of land south of Lopham Road, East Harling and fully support its identification within the plan for residential development.

3.3.2 We can confirm that the site is still available and have a signed promotion agreement with the landowners of the site. We are in the advanced stages of preparing a planning application to support the identification of the site as a draft allocation and are confident that a scheme that broadly adheres to the policy requirements as set out can be delivered. We have had pre-application discussions with officers and intend to make an outline application soon, which should assist the Council in demonstrating that the proposed allocation site is suitable, available and deliverable.

3.3.3 Gladman would agree with the identified trajectory that the entire site can be delivered within the plan period but would anticipate that development could start on the site in advance of the current suggestion of 2033/34 and could deliver at a faster rate than the anticipated dwellings per annum.

Years	Number of Dwellings
2027 – 2032	90
2033 – 2038	100
2039 – 2042	
After 2042	
TOTALS	190

3.3.4 We have previously provided a detailed submission setting out the suitability of the site which has been updated and included as Appendix 2.

3.4 Omitted Site – Land East of Buckenham Road, Attleborough

3.4.1 Gladman are the promoters of land east of Buckenham Road, Attleborough, a site that has not been included for residential development as part of the draft Local Plan.

3.4.2 Having considered the evidence base it does not appear to have been assessed for residential purposes. We have previously provided a detailed submission to

demonstrate how the site is deliverable and could deliver housing within the plan period. This is included as Appendix 3.

4 CONCLUSIONS

4.1 Summary

- 4.1.1 Gladman welcomes the opportunity to comment on the Breckland Local Plan and the spatial approaches that are currently being explored by the Council. These representations have been drafted with reference to the revised National Planning Policy Framework (NPPF 2024) and the associated updates that were made to Planning Practice Guidance.
- 4.1.2 Gladman have provided comments on a small number of proposed development management policies and the wider spatial approach and recommend that the matters raised are considered during the process of preparing the next stage of the Local Plan.
- 4.1.3 As the promoters of a number of sites identified within the plan we are highly supportive of their identification within the plan and if there is any further detail that we can provide to assist the Council in responding to any comments received through this consultation we would be keen to assist where relevant.
- 4.1.4 We hope you have found these representations informative and useful towards the preparation of the Breckland Local Plan.
- 4.1.5 Gladman welcome any future engagement with the Council and if you would like to discuss this representations or other matters, please contact us at policy@gladman.co.uk.

Appendix 1 – Swaffham Site Submission

December 2025



Land at Norwich Road, Swaffham



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1 SUITABILITY

1.1 Access and Local Highway Network

- 1.1.1 In accordance with the draft policy, access is proposed to be taken from Norwich Road and required improvements will be explored through the future planning application on the site.
- 1.1.2 Additional access can be taken from Vesta Close on the adjacent Ceres Rise development to the east. The landowners have retained the relevant rights to ensure this is a deliverable access solution. The access point will then allow access to Norwich Road through the existing development, making use of the junction that has already been delivered.
- 1.1.3 There are no significant or evidenced highways issues relating to the site. However, Gladman are aware that north-south traffic through Swaffham to and from the main junction to the A47 is often very congested. One significant benefit of development at this location is that new residents are able to access the A47 by travelling eastbound along Norwich Road and therefore will not contribute significant amounts of additional traffic through the town centre.

1.2 Transport Sustainability

- 1.2.1 The site is well served by the existing bus network, with the closest stops to the site being located on Norwich Road, adjacent and opposite Pedlars Meadow, circa 0.35km from the centre of the site. These stops are served by the AB Service operated by First Eastern Counties, providing an hourly service between Peterborough-Swaffham-Dereham-Norwich.

1.3 Services and Facilities Sustainability

- 1.3.1 The site is located approximately 1.20km from Swaffham town centre. There are a range of services and facilities located within Swaffham, including but not limited to shops, eateries, cafes, food stores, pubs, schools and healthcare facilities. The distance from the site to the primary services are shown below:

Table 1: Distance to Services and Facilities from the Site

Service	Distance from Site
Local Centre, Shops and Services	Swaffham Town Centre (inc. Post Office, supermarkets, shops, pubs, pharmacy, cafés and restaurants) 1.0km-1.5km
Primary School and Nursery	Sacred Heart Primary School and Nursery 1km-1.3km
Secondary School	Nicholas Hamond Academy 1.65km
Health Facilities	Manor Farm Medical Centre 0.9km Campingland Surgery 1.11km John Holmes Dental Surgery 1.4km
Employment	Eco-Tech Business and Innovation Park 1.8km
Green Space	Buttercross Play Area and Green Space 0.2km
Recreation	Swaffham Leisure Centre 1.7km

1.4 Flood Risk and Sustainable Urban Drainage

- 1.4.1 The site is located entirely within Flood Zone 1 and there are no areas of Flood Zone 2 and 3 adjacent to, or in the immediate vicinity of the site.

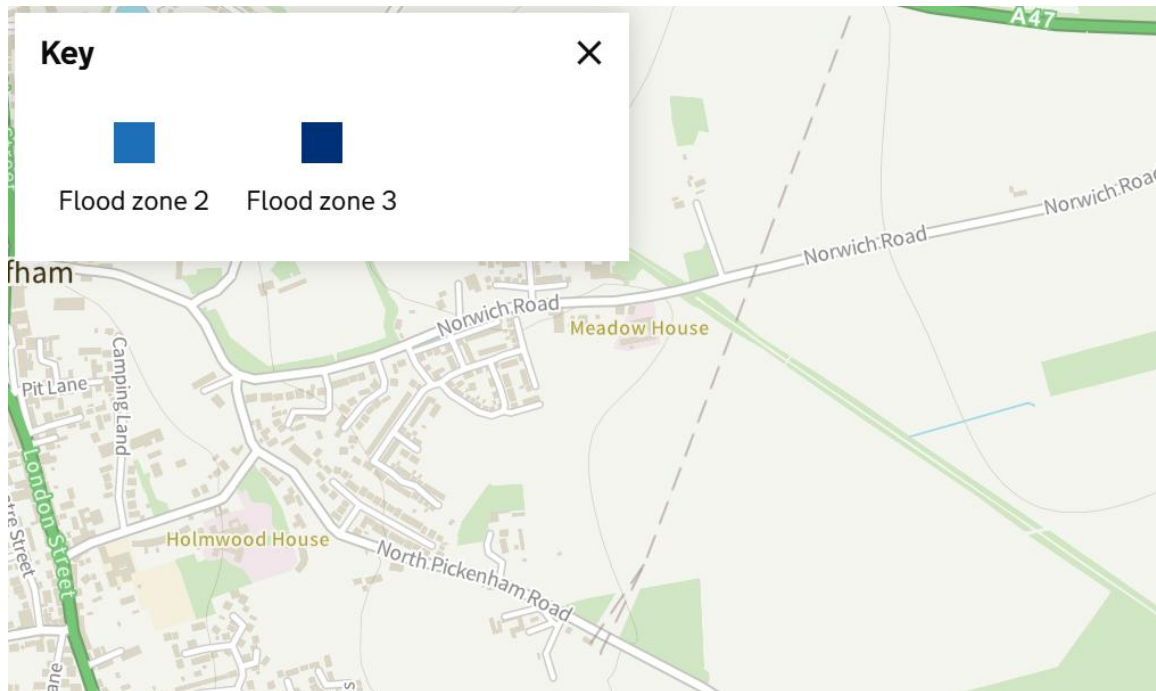


Figure 1: Flood Map for Planning- Flood Zones 2 and 3

- 1.4.2 There are small areas of Surface Water flood risk on site, and these are proposed to be dealt with through a comprehensive SuDS as part of any forthcoming development. The areas of surface water flood risk do not impact the access nor any locations where significant infrastructure is proposed.

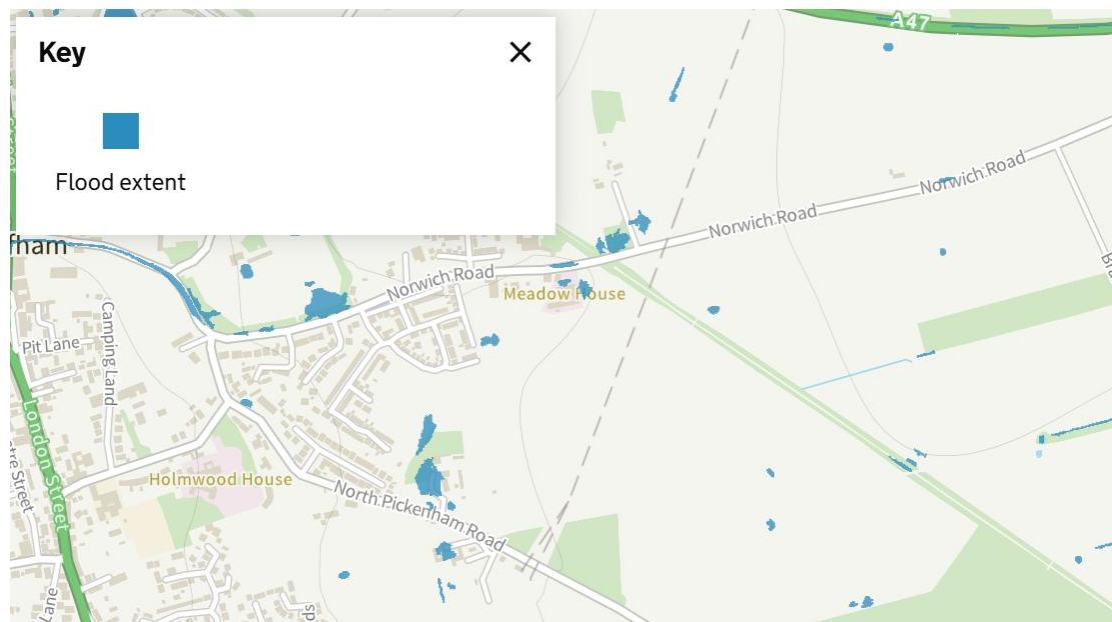


Figure 2: Flood Map for Planning-Surface Water Flood Risk

- 1.4.3 A desktop assessment has been carried out, as referenced above and no mitigation measures beyond those that would typically be delivered on a residential development site are expected to be necessary.

1.5 High Quality Design

- 1.5.1 A masterplan will be prepared through the production of the planning application. Though the design of the scheme is illustrative at this stage, the initial concepts show that the scheme can be designed to complement and enhance its context. The proposed areas of built form complement the adjacent development and new areas of public open space will be delivered on site, alongside structural planting, landscaping and a SuDS.
- 1.5.2 No public engagement has been carried out to date, but a comprehensive scheme of public consultation will form part of the planning application process.
- 1.5.3 The scheme will integrate well with the existing tree belt and immediate landscape of the site. Areas of public open space have been proposed in areas that integrate well

with nature and due consideration on ecological impacts and BNG will further inform the masterplanning process.

1.5.4 Links to the existing footpath network will encourage active travel. New residents will benefit from established bus services on Norwich Road and can access a range of services and facilities within Swaffham by foot or by cycle.

1.5.5 The scheme will be designed to reflect the local identity, integrating well with both the existing properties along Norwich Road, and the new homes located to the west. The southern area will be sensitively designed to ensure no harm to the local identity of the Listed buildings.

1.5.6 The design specifics of the site are to be determined through future Reserved Matters applications. However, the scheme will be delivered according to the required Building Regulations at the time while considering local climate specifics.

1.6 Power, Water and Broadband

1.6.1 Electricity, water, and broadband routes run along Norwich Road and are expected to serve the development. The pylons on site are expected to be retained, and the suitable swing distances accommodated on site through their incorporation into public open space.

1.7 Developer Contributions

1.7.1 Any necessary developer contributions will be agreed and secured through a future planning application in support of the site's allocation.

1.9 Landscape

- 1.9.1 The site is not subject to any local or national landscape designations. The site is well screened from the wider landscape through the existing hedgerows and trees belts along the boundaries.
- 1.9.2 As the site has a comparable landscape setting to the site to the west (prior to development), it is considered that proposed mitigation offered for the scheme will ensure that long term residual effects are deemed to be generally low to moderate, that the scheme can be accommodated within the landscape without causing detriment to the character or visual amenity.
- 1.9.3 The site is located within the River Wissey Settled Tributary Farmland landscape character area. The development will result in this landscape character area remaining largely unchanged apart from the areas proposed for residential development on the eastern settlement edge of Swaffham. The impact of the proposed development will result in a slight increase to the effect on the broader landscape character due to the advanced settlement edge of Swaffham, however, the proportion and scale of the development will not result in cumulative effects or any significant changes to the wider landscape setting.

1.10 Heritage

- 1.10.1 There are two Grade II Listed buildings located to the south of the site: Crown Cottage and Wood Farmhouse. The scheme has been sensitively designed to ensure that no harm to the Listed Buildings or their setting through an area of open space and substantial planting. The remaining Listed buildings in the area are well screened from the development and not considered to relate to the site in terms of setting. Existing new residential development exists between the site and the buildings.
- 1.10.2 The Grade I Church of St Peter and St Paul is located in the centre of Swaffham. The church spire is visible on site, though these views are not currently public. As with Ceres Rise to the west, it is proposed to create a view corridor to retain the views of the spire and create new public viewpoints. Hillclose Lane is well screened from the

site through established hedgerow and therefore development of the site is unlikely to alter the view for receptors on this route.

2 CONCLUSIONS

2.1 Overall Site Assessment

- 2.1.1 The site is available, deliverable and suitable for residential development. There are no overarching constraints precluding development of the site and the site could deliver much needed market and affordable homes in the early part of the plan period.



Land at Norwich Road, Swaffham



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Appendix 2 – Lopham Road Site Submission

December 2025



Lopham Road, East Harling



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1 SUITABILITY

1.1 Access and Local Highway Network

1.1.1 Primary access will be taken from Garboldisham Road as per the policy requirements, a secondary emergency access will be taken from Lopham Road. This has been discussed with the highway authority.

1.1.2 Pedestrian access will be delivered at the vehicular access points through the provide of 2 metre wide footways to either side of the carriageway to allow for safe access to pedestrians. There are several options to provide additional access points for pedestrians, creating links to the existing footpath network and ensuing easy access to the village centre, open space to the south and delivering a new pedestrian link to East Harling Cemetery.

1.1.3 Through the previous application, North Norfolk County Council were consulted and had no objection subject to recommendations. Garboldisham Road was identified as a road with a poor level of driver compliance within the posted 30mph speed limit and therefore several design features were recommended to ensure that the development is as safe and practicable as possible. These included the extension of the footpath, planting that enables intervisibility between the road and development to signal a change in environment and reinforce a sense of place. Gladman are confident that these features can be incorporated into any forthcoming design proposals.

1.2 Transport Sustainability

1.2.1 The site benefits from convenient access to the local public transport network, with a number of bus stops located within East Harling village centre to the north of the site. The nearest bus stop to the site is 650m away, an approximately six minute walk, which is served by the 1 and 66 services providing connections to larger settlements such as Norwich, Bury St. Edmunds and Diss. The nearest railway station is Harling Road, located 3km north of the site. This is served by the Breckland line and provides daily services to Cambridge and twice daily services to Norwich and Thetford.

- 1.2.2 Being located off the A11, the site and settlement is well placed to benefit from any strategic transport upgrades delivered through associated development in this location.

1.3 Services and Facilities Sustainability

- 1.3.1 The site has linkages to a range of services and facilities within East Harling. These can be access by foot or by cycle and all of which are under 1.5km from the site. The approximate distances from the site are shown in the table below.

Table 1: Services and Facilities within East Harling

Service	Distance from Site
Local Centre, Shops and Services	East Harling Village Centre (inc. Post Office, shops, pubs, pharmacy, café and takeaway) 0.8km-0.95km
Primary School and Nursery	East Harling Primary School and Nursery 0.9km
Secondary School	Attleborough Academy 14.7km Thetford Academy 15km
Health Facilities	East Harling and Kenninghall Medical Practice 0.7km East Harling Dental Care 0.95km
Employment	Harling Road Industrial Estate 3km
Green Space	Harling Memorial Field 1.65km
Recreation	East Harling Sports and Social Club 1.2km

1.4 Flood Risk and Sustainable Urban Drainage

- 1.4.1 There are no significant concerns set out in the SFRA-Stage 1 which could impact the delivery of the site. The site is wholly within Flood Zone 1, and there are no areas of Flood Zone 2 or 3 adjacent to, or in the immediate vicinity of the site.

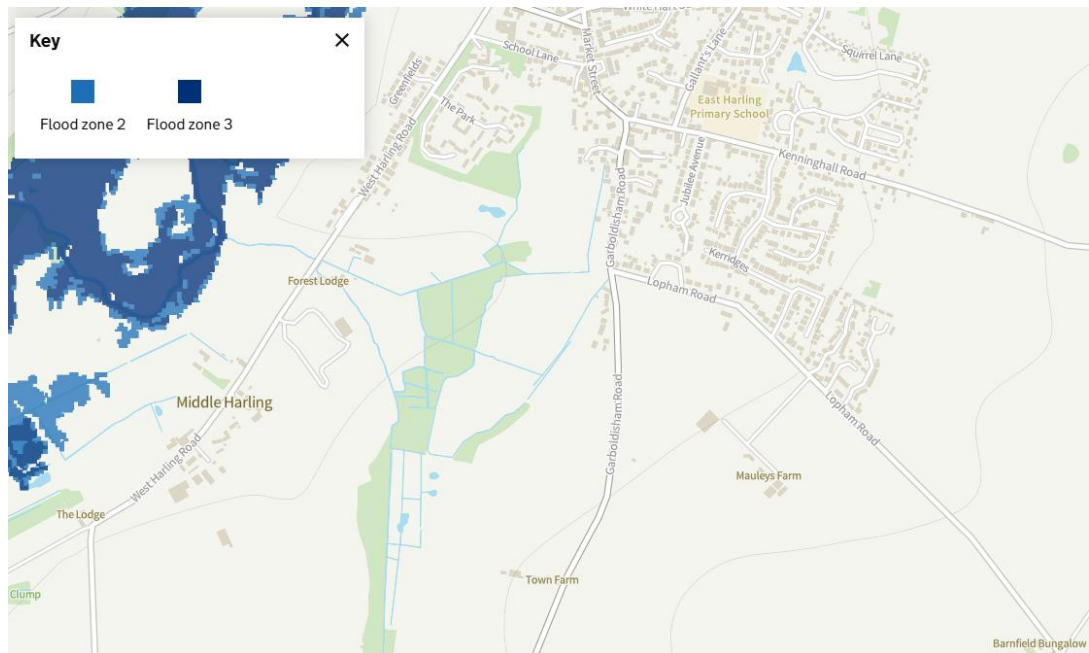


Figure 1: Flood Map for Planning- Flood Zones 2 and 3

- 1.4.2 There is a small area of surface water flood risk in the north western corner of the site, and this will be managed effectively through a comprehensive SuDS on site.

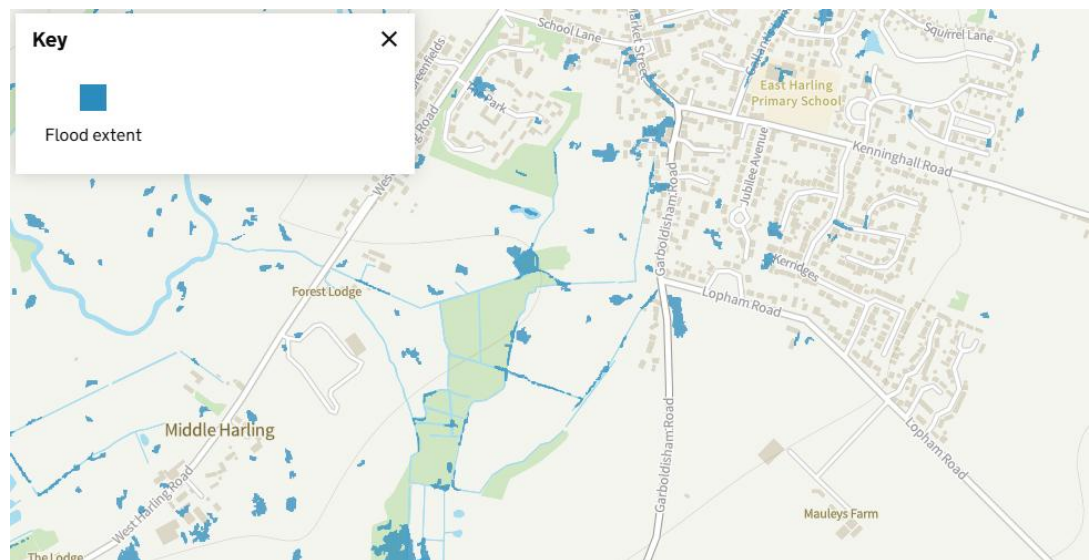


Figure 2: Flood Map for Planning- Surface Water

- 1.4.3 A site specific Flood Risk Assessment was carried out as part of the previous application and will be updated accordingly to support a future application. This proposed to discharge via infiltration and via an overflow to the Anglian Water

surface water sewer on Lopham Road at the rates agreed with Anglian Water. The LLPA had no objection subject to conditions.

1.5 High Quality Design

- 1.5.1 The emerging masterplan has been underpinned by the need to maximise the relationship of the proposed development with the existing settlement in order to form a sustainable extension to East Harling which is beneficial and easily accessible for the whole community.
- 1.5.2 The layout has been carefully considered to create a largely outward looking development that positively addresses the site's wider context. The residential development will be contained through its setting within the established landscape framework of the site which will be reinforced with additional planting along the boundaries to filter views of the development.
- 1.5.3 A comprehensive process of engagement will be undertaken as part of a forthcoming planning application.
- 1.5.4 The field boundary between the eastern and western parcels of the site is proposed to be retained as a green corridor through the site, with the development parcel set back to provide a north-south link through the site. The site could deliver several green infrastructure uses such as allotments, community orchards, new landscaping and areas of informal public open space. These areas will assist in providing new habitats and maintain wildlife connectivity across the site to the surrounding area.
- 1.5.5 The development will incorporate a street structure and recreational routes that create a network of connecting routes through the site. This connected network will provide pedestrian connections to East Harling Cemetery through the site and encourage walking for local trips. The site will be designed to be highly permeable, offering a choice of routes towards East Harling where public transport links are available.
- 1.5.6 The site can be designed to accommodate a clear hierarchy of streets and spaces so that it is clear for new and existing residents where principal routes are and navigate

around the development. The site can be developed with a distinct identity through well-designed spaces and built form that respond to their context within the site, whilst integrating with the existing settlement and landscape context.

- 1.5.7 Development at this location will incorporate sustainable design and durable construction, energy efficiency and climate change mitigation, and is adaptable to different activities, uses and changing needs.

1.6 Power, Water and Broadband

- 1.6.1 Broadband, power and water supplies can be delivered on site. It is anticipated that the development could be supplied by the existing network; the point of connection off the existing network would need to be confirmed once the detailed design was completed but it is expected to be from the existing GV lines in the vicinity of the site. A new secondary substation or pole mounted transformer will be required, and a new low voltage mains and service connections will be laid on site.
- 1.6.2 Plans supplied by Anglian Water indicated that there are existing distribution water mains along Lopham Road and Garboldisham Road. Minor diversions may be required to accommodate site entrances. It is anticipated that this existing water network could be extended to feed the proposed development and new mains infrastructure would be laid on site to serve the homes.
- 1.6.3 BT records indicate that there is an existing underground plant along Lopham Road and Garboldisham Road. The development could be fed by extending this infrastructure. Broadband connections are available within this area which can be upgraded to high-speed fibre as part of the development by BT Openreach.

1.7 Developer Contributions

- 1.7.1 Any necessary developer contributions will be agreed and secured through a future planning application in support of the site's allocation.

1.8 Landscape

- 1.8.1 A Landscape and Visual Impact Assessment (LVIA) was submitted as part of the previous planning application. This report confirmed that the site is screened to the north and west by roadside vegetation and existing houses and to the east and south by shallow local ridge lines, and therefore there are no significant longer views to the site.
- 1.8.2 The scheme will retain and enhance the majority of the existing landscape framework through the provision of new landscape planting around the housing, green corridors and within areas of public open space. This will enable the development to integrate into East Harling in a way that respects its character and that of the wider landscape.
- 1.8.3 The assessment found that the proposed development could be accommodated on the site with no more than initially moderate adverse effects on the character of the local landscape which would decline over time.

1.9 Ecology

- 1.9.1 The site is not covered by any national statutory or non-statutory designations for ecology. However, there are a number of designations within the vicinity of the site.
- 1.9.2 Five international statutory designations are identified within 10km of the site: Breckland Special Protection Area (SPA) is located 1km to the south west of the site, Breckland Special Area of Conservation (SAC) is 5.7km to the west, Norfolk Valley Fens SAC is 7.1km to the north east, Waveney and Little Ouse Valley Fens SAC and Redgrave and South Lopham Fens Ramsar are located 7.3km to the south east.
- 1.9.3 Three national statutory designations were identified within 3km of the site: Middle Harling Fen SSSI is located 0.4km west of the site, Breckland Forest SSSI is located 1km to the south west and East Harling Common SSSI is located 1.8km to the north east.

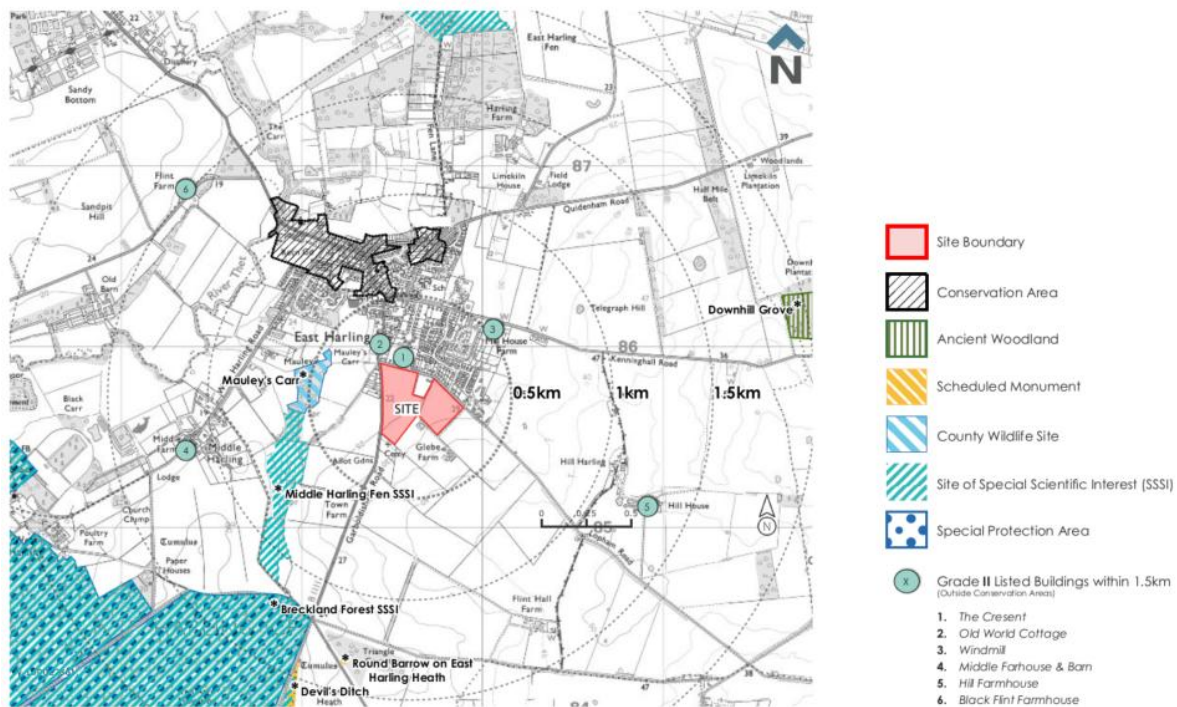


Figure 3: Map Showing Ecological Designations around the Site

1.9.4 Development at this location will not cause an adverse impact on these designations and Natural England had no objection subject to relevant conditions pertaining to the SuDS design and construction.

1.10 Heritage

1.10.1 A Conservation Area covering the historic core of East Harling is located to the north of the site, the most southern extent of which is approximately 350m from the north western corner of the site. The Conservation Area contains the majority of the Listed Buildings within East Harling, including the Grade I Listed Church of St. Peter and St. Paul.

1.10.2 Immediately to the north of the western part of the site, on the opposite side of Lopham Road, are a number of Grade II Listed houses on The Crescent. Due to their proximity, intervisibility between these properties and the site already exists, although these views are partially screened by vegetation. Two Grade II Listed thatched cottages can also be found just north of the site on Garboldisham Road.

1.10.3 The development is being designed to provide an appropriate treatment of their setting, with the setting of those facing on to Lopham Road changing to a broadly

similar situation to those Listed buildings set back further to the north on The Crescent, facing onto public open space behind some planting.

- 1.10.4** There is no historical functional relationship between the land within the site and the Listed Buildings of The Crescent. The change to the wider rural setting of the assets will result in very minor harm to the significance of the Grade II Listed buildings of The Crescent which is less than substantial.

1.11 Environmental Issues

- 1.11.1** The site lies adjacent to a working pig farm, odour and noise issues have been reflected in our masterplan and a scheme that can be developed that is sensitive to his neighbouring use.

2 CONCLUSIONS

2.1 Overall Site Assessment

- 2.1.1** Land at Lopham Road is a suitable, available and achievable location for growth in a thriving village. The site will form a logical extension to East Harling, allowing new residents to enjoy the key services and facilities within the village and ensure their continued viability and vitality.
- 2.1.2** There are no overarching constraints to preclude development at this location.



Lopham Road, East Harling



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Appendix 3 – Attleborough Site Submission

December 2025



Land East of Buckenham Road,
Attleborough



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1 SUITABILITY

1.1 Access and Local Highway Network

1.1.1 Gladman consider that access can be taken from Buckenham Road to the west of the site which will be capable of serving the proposed development.

1.1.2 No significant highways issues have been identified. The site is well positioned to avoid generating additional traffic through Attleborough once the link road associated with the SUE is delivered. Rather than travelling north through to Attleborough, residents will be able to travel south and access the link road through to London Road and onto the A11.

1.2 Transport Sustainability

1.2.1 The site is located 1.45km from Attleborough train station. There is no bus that currently serves Buckenham Road, with the closest bus stops being located in the town centre. As part of the SUE, it is being proposed that new public transport services are to be introduced on Buckenham Road and Station Road and on the new Link Road when fully connected to London Road, which will link the development and the SUE to the town centre. The new services will provide alternative access from the SUE to the town centre for new and existing residents with limited mobility and without access to a private vehicle.

1.2.2 A new bus service is proposed through the SUE (Appendix 1). The route would serve the SUE on either side of Buckenham Road, which includes Town Oaks and Borough Lane parcels, the proposed primary school on High Street, and the mixed use Local centre. The number and the location of the stops within the proposed development were chosen to maximise the catchment, keep the journey times to a minimum and reduce the walking distances to the stops. Residents of the proposed site will benefit from this new service.

1.2.3 The SUE also proposes footpath upgrades along Buckenham Road (Appendix 2). This will allow future residents of the site to access the services and facilities within the SUE by foot or by cycle, as well as improving the links to the existing town centre.

1.3 Services and Facilities Sustainability

1.3.1 The site is located close to a range of services and facilities outlined in Table 1 below. Given the scale of Attleborough, residents will have access to a far wider range of facilities than listed, including supermarkets, cafes, restaurants, pubs, extra care facilities, places of worship and dentists.

1.3.2 The sustainability of the site will improve as the SUE develops as residents will be able to access the Local Centre and Neighbourhood Centres associated with the development. The distances referenced in the table pertain to Phase 1 based on the indicative development masterplan for the site.

Table 1: Distance to Services and Facilities

Service	Distance at Present	Distance with SUE
Local Centre, Shops and Services	Attleborough Town Centre 2.1km	Phase 1 Local Centre 1.1km
Primary School and Nursery	Attleborough Primary School 2.1 km	Phase 1 Local Centre 1.1km
Secondary School	Attleborough Academy 2.1km	Attleborough Academy 2.1km
Health Facilities	Attleborough Surgery 1.45km	Healthcare Facilities Phase 1 Local Centre 1.1km
Employment	Industrial Estate 1.2km	Industrial Estate 1.2km
Green Space	Connaught Hall Park 1.65km	New Public Open Space 1.1km
Recreation	Connaught Hall Park and Skate Park 1.65km Attleborough Sports Hall 2.1km	New Sports Pitches 0.84km

1.4 Flood Risk and Sustainable Urban Drainage

- 1.4.1 There are no concerns set out in the SFRA- Stage 1 that could impact the delivery of the site. The site is entirely within Flood Zone 1 and there are no areas of Flood Zone 2 and 3 adjacent to or in the immediate vicinity of the site.

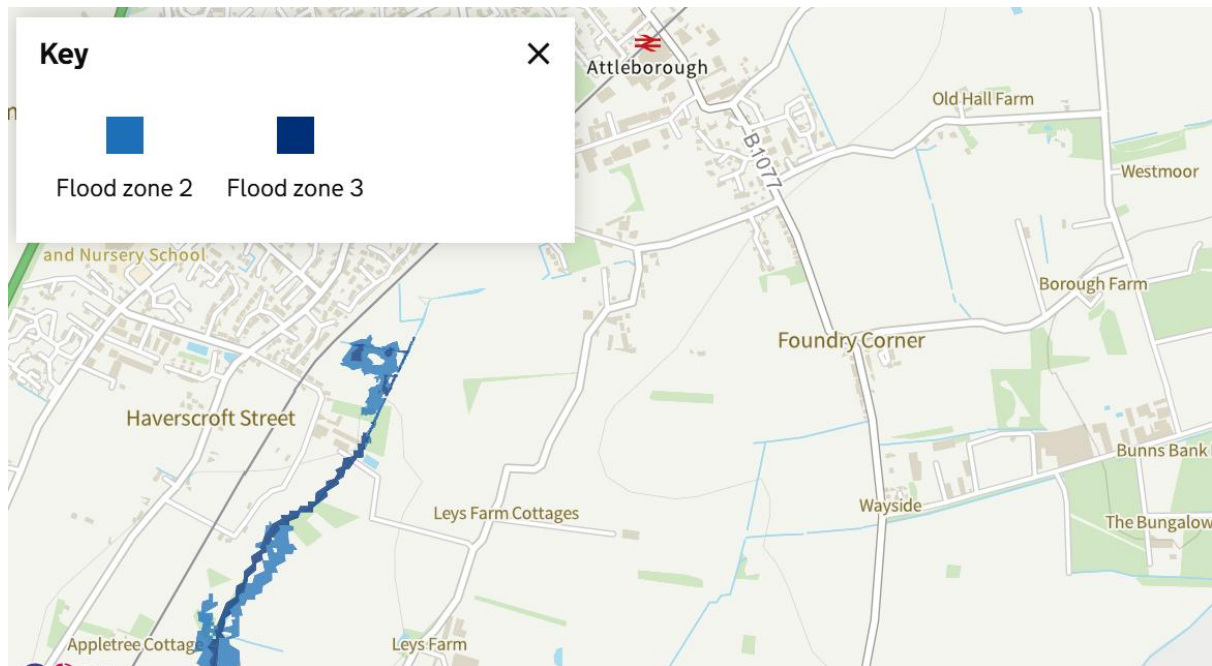


Figure 1: Flood Map for Planning- Flood Zones 2 and 3

- 1.4.2 There is a small area of surface water flood risk in the south western corner of the site. This will not impact the access to the site, and it is considered that the risk could be suitably managed through a comprehensive surface water management plan and sustainable drainage system.
- 1.4.3 A desktop assessment has been carried out, as referenced above and no mitigation measures beyond those that would typically be delivered on a residential development site are expected to be necessary.

1.5 High Quality Design

- 1.5.1 A high level indicative masterplan is included in Appendix 3. Though the design of the scheme is illustrative at this stage, the initial concepts show that the scheme can be designed to complement and enhance its context. The proposed areas of built

form compliment the forthcoming SUE and new areas of public open space will be delivered on site, alongside structural planting, landscaping and a SuDS.

- 1.5.2 No public engagement has been carried out to date, but a comprehensive scheme of public consultation will form part of the planning application process.
- 1.5.3 The scheme will integrate well with the existing tree belt and immediate landscape of the site. Areas of public open space have been proposed in areas that integrate well with nature and due consideration on ecological impacts and BNG will further inform the masterplanning process.
- 1.5.4 Links to the existing footpath network will encourage active travel. This will be further enhanced with the delivery of the new bus route through the SUE and the improvements proposed to Buckenham Road.
- 1.5.5 The scheme will be designed to reflect the local identity, integrating well with both the existing properties along Buckenham Road and the new homes that will be located near the site on the SUE.
- 1.5.6 The design specifics of the site are to be determined through future Reserved Matters applications. However, the scheme will be delivered according to the required Building Regulations at the time while considering local climate specifics.

1.6 Power, Water and Broadband

- 1.6.1 The Digital Utility Overview Plan is included in Appendix 4 which shows the water and power provision on site. Broadband will be delivered as part of the development.

1.7 Deliverability/Developability Assessment

- 1.7.1 The site is available for development and Gladman consider that the site could be delivered within the next five years. However, it is recognised that the site is co-located with the emerging SUE and benefits significantly from this location and therefore delivery at this location may be better suited to years 5-10 when Phase 1 has made significant progress.

1.8 Landscape

- 1.8.1 The site is not within a National Landscape nor subject to any formal landscape designations. The site is well screened to the south and east by substantial tree belts. A portion of the northern and western boundaries are bound by built development and the forthcoming SUE will change the immediate landscape context of the site. In time, the site will be bound by built form to the north and west, while remaining screened from the industrial uses to the south and wider landscape to the east. There are no overarching landscape considerations that preclude development at this location.

1.9 Heritage

- 1.9.1 There are no heritage assets on or adjacent to the site. The nearest Listed Buildings are located approximately 0.8km (as the crow flies) to the north east of the site. Grade II Westmoor is late 17th century cottage and Grade II Burgh Farmhouse is a early 17th century farmhouse. The site is separated from these assets by several fields and substantial tree cover, and the site does not contribute to the setting of these buildings. Therefore, there are no adverse impacts on heritage arising from development at this location.

2 CONCLUSIONS

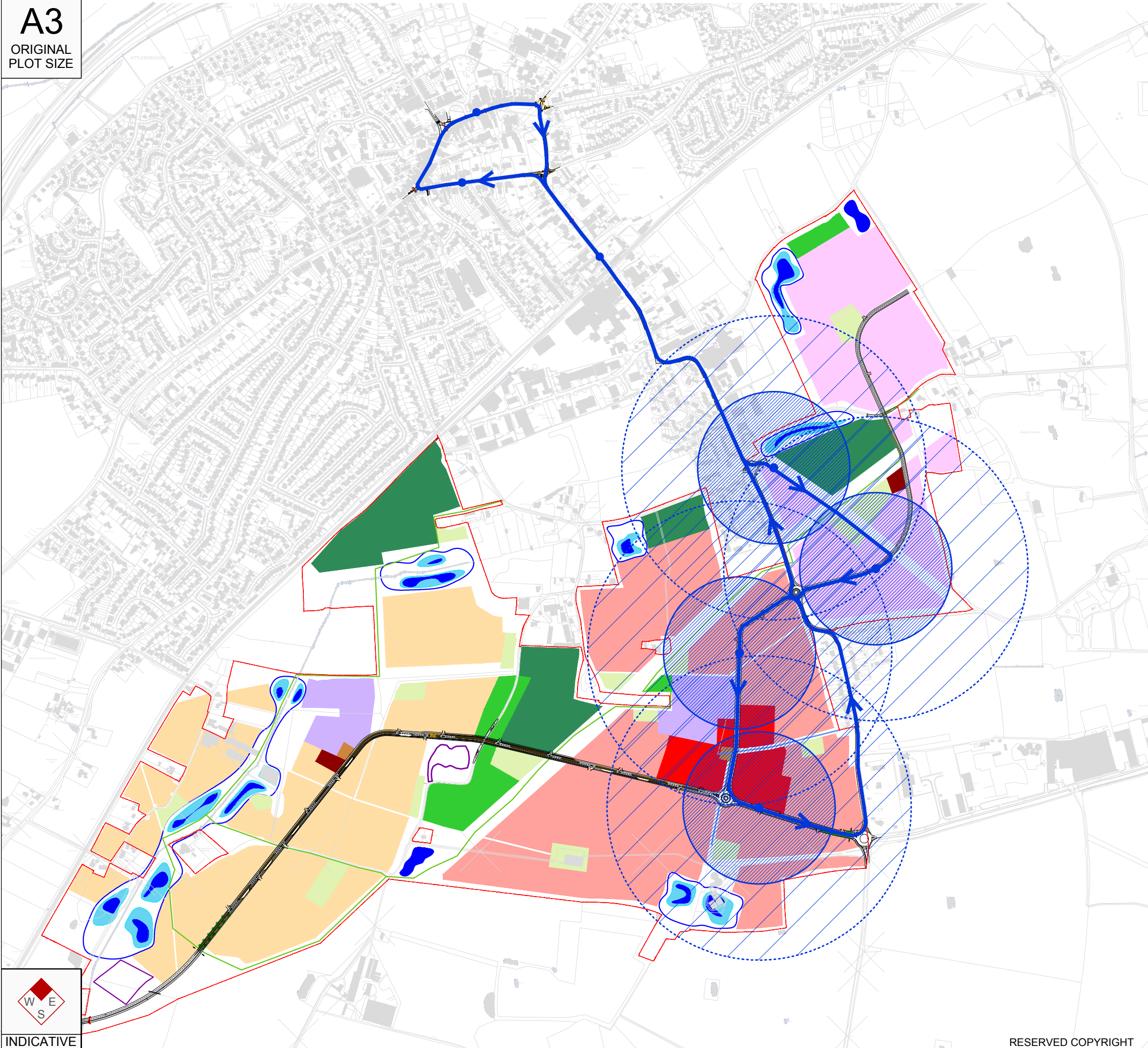
2.1 Overall Site Assessment

- 2.1.1 Land at Buckenham Road is a suitable, available and achievable location for growth in a thriving market town. The site follows the existing growth pattern for Attleborough being located east of the permitted SUE. Phase 1 of the SUE is located immediately west of the site and the delivery of this phase will further improve this already sustainable site. There are no overarching constraints to preclude development at this location.

APPENDICES

Appendix 1: New bus route

A3
ORIGINAL
PLOT SIZE



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NOTES:

- Proposed Route
- Bus stops
- 200m and 400m catchment within the development

A	25/07/17	Minor changes to the red line	GDG	DE	DE
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City

tpa
Transport Planning Associates

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.uk.com

CLIENT:
ATTLEBOROUGH LAND LTD

PROJECT:
ATTLEBOROUGH SUE

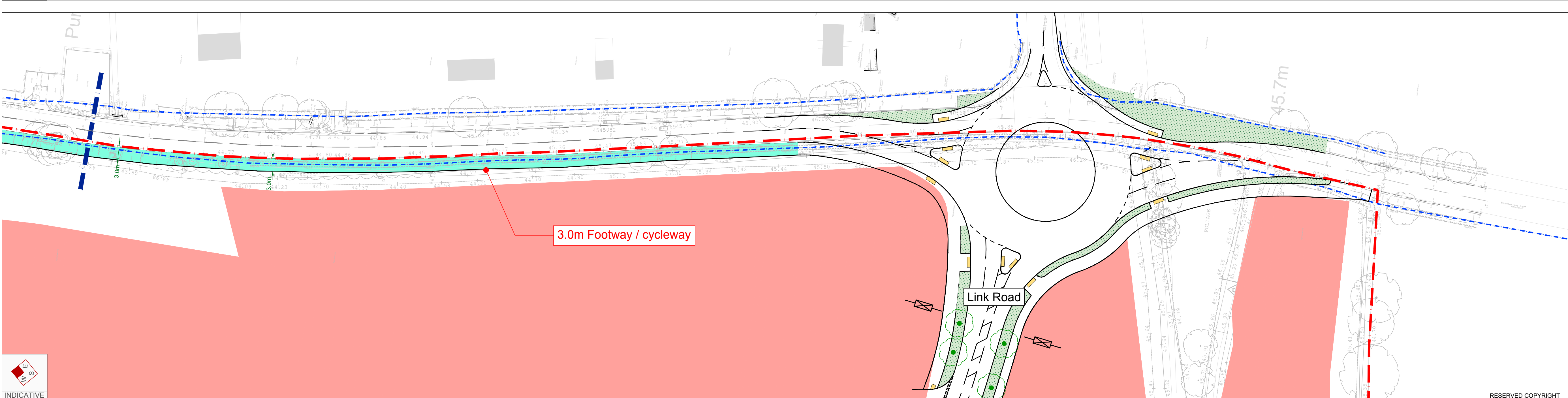
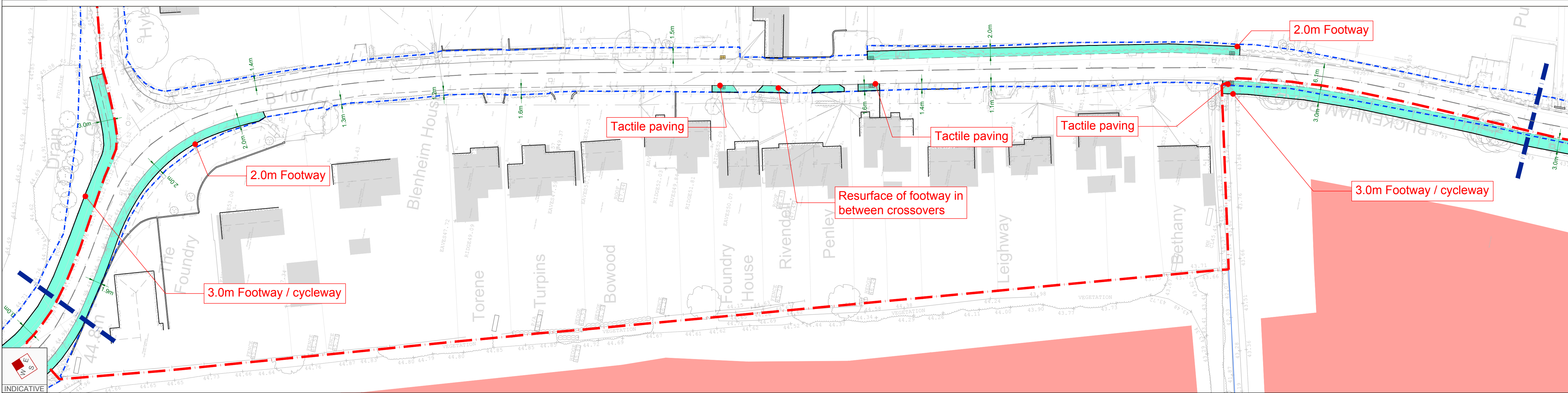
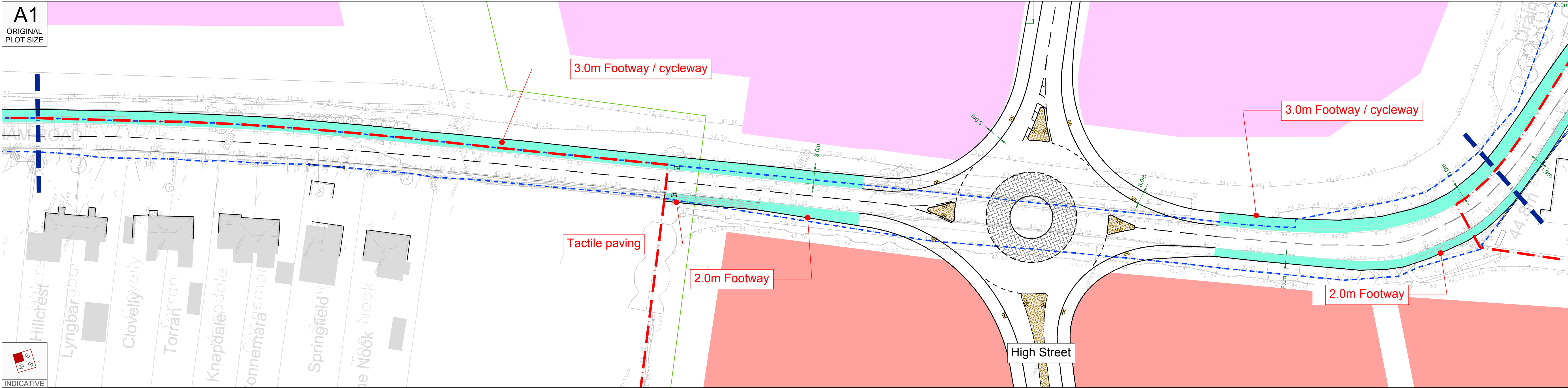
TITLE:
**PROPOSED BUS
ROUTES AND STOPS:
PRE-LINK ROAD**

STATUS:
FOR INFORMATION

SCALE: 1:10,000	DATE: 21/04/17	DRAWN: GDG	CHECKED: DE	APPROVED: RTBL
JOB NO: 1409-42	DRAWING NO: PL43	REVISION: A		

Appendix 2: Footpath upgrades

A1
ORIGINAL
PLOT SIZE



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NOTES:

- Red Line Boundary
- Proposed Construction
- Public Highway Boundary
- Footway Construction / Resurfacing (excluding the proposed junctions)
- Tactile Paving
- Additional verge / grassed area

INDICATIVE

INDICATIVE

INDICATIVE

No.	Date	Details	Drawn By	Checked By	Approved By

Bristol
Cambridge
London
Oxford
Weylyn Garden City

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.uk.com

CLIENT:
ATTLEBOROUGH LAND LTD

PROJECT:
ATTLEBOROUGH SUE

TITLE:
HIGHWAY IMPROVEMENTS
ALONG STATION ROAD AND
BUCKENHAM ROAD (2 OF 2)

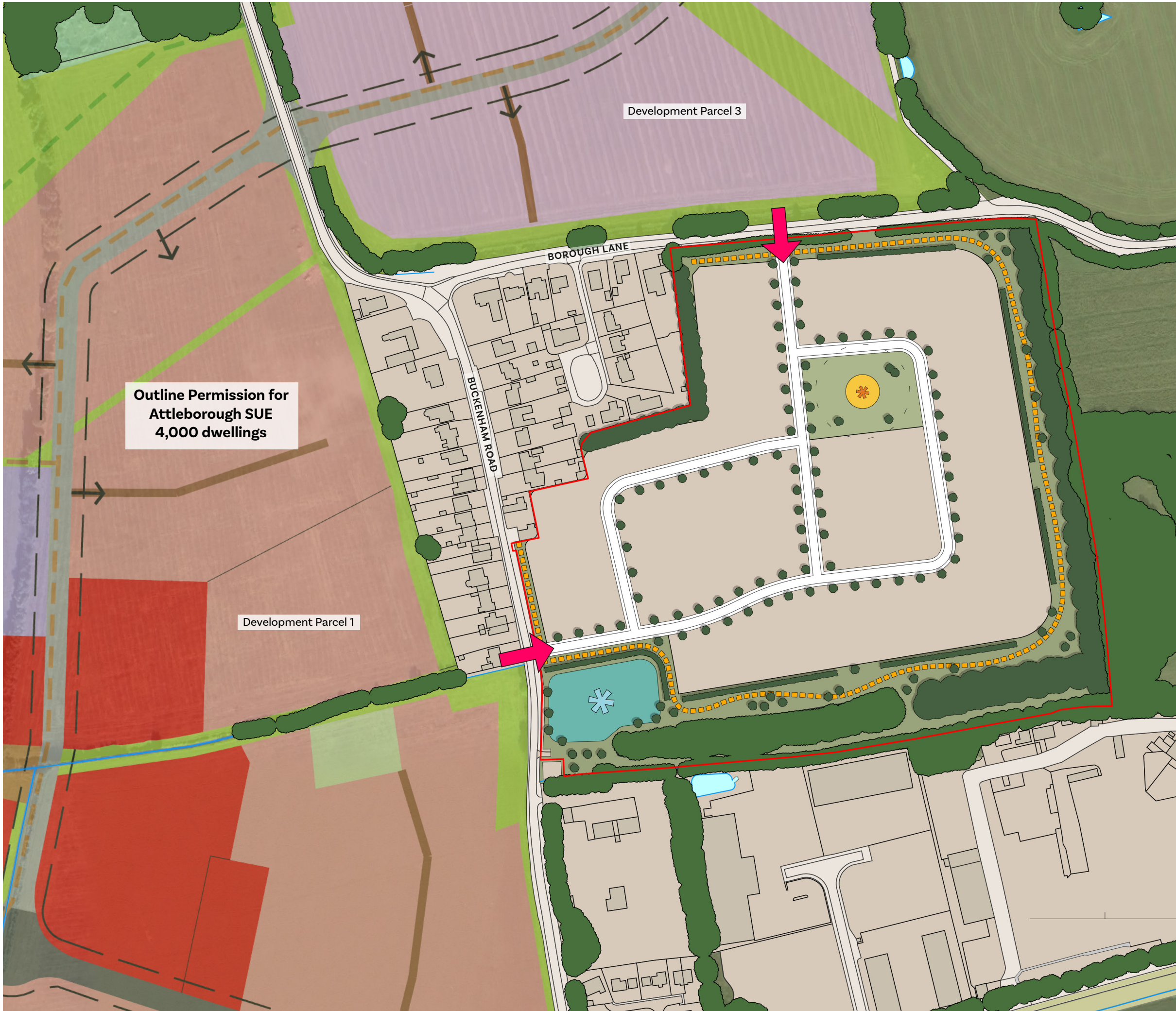
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	22/06/17	GDG	RTBL	RTBL

JOB NO:	DRAWING NO:	REVISION:
1409-42	PL46	-

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Appendix 3: Indicative Masterplan

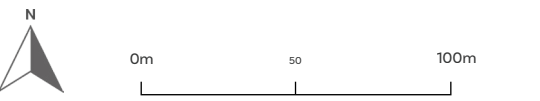


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- Key**
- Site Boundary (11.08 Ha)
 - Existing**
 - Trees & Hedgerows
 - Proposed**
 - 3PL/2017/0996/O - Outline Permission for SUE
 - Residential Development Area (6.75 Ha)
Up to **236 dwellings @ 35dph.**
 - Green Infrastructure (4.33 Ha)
Includes public open space with equipped play areas and sustainable drainage
 - Vehicular Access Points
 - Tree-lined Primary Streets
 - Pedestrian Routes
 - Tree & Hedgerow Planting
 - Drainage Attenuation Basin
 - Play Space - LEAP



GLADMAN
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Project
Land south of Borough Lane, Attleborough

Concept Development Plan

Drawing Number
2024-056-101

Drawn	Scale	Date
CT	1:2,500 @ A3	JULY 2025

Appendix 4: Digital Utility Overview Plan



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	A	Site off Borough Lane, Attleborough				TH	15/10/24				
	SCALE:	DRAWN:		CHECKED:	APPROVED:						
	1:2000	AnK		TF	TH						
		DATE:		DATE:	DATE:						
		07/10/2024		10/10/2024	15/10/2024						
									Reference No:	Based on mapping © Crown Copyright All Rights Reserved. Licence Number 100022432	
									358594265_2		



Land East of Buckenham Road, Attleborough



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